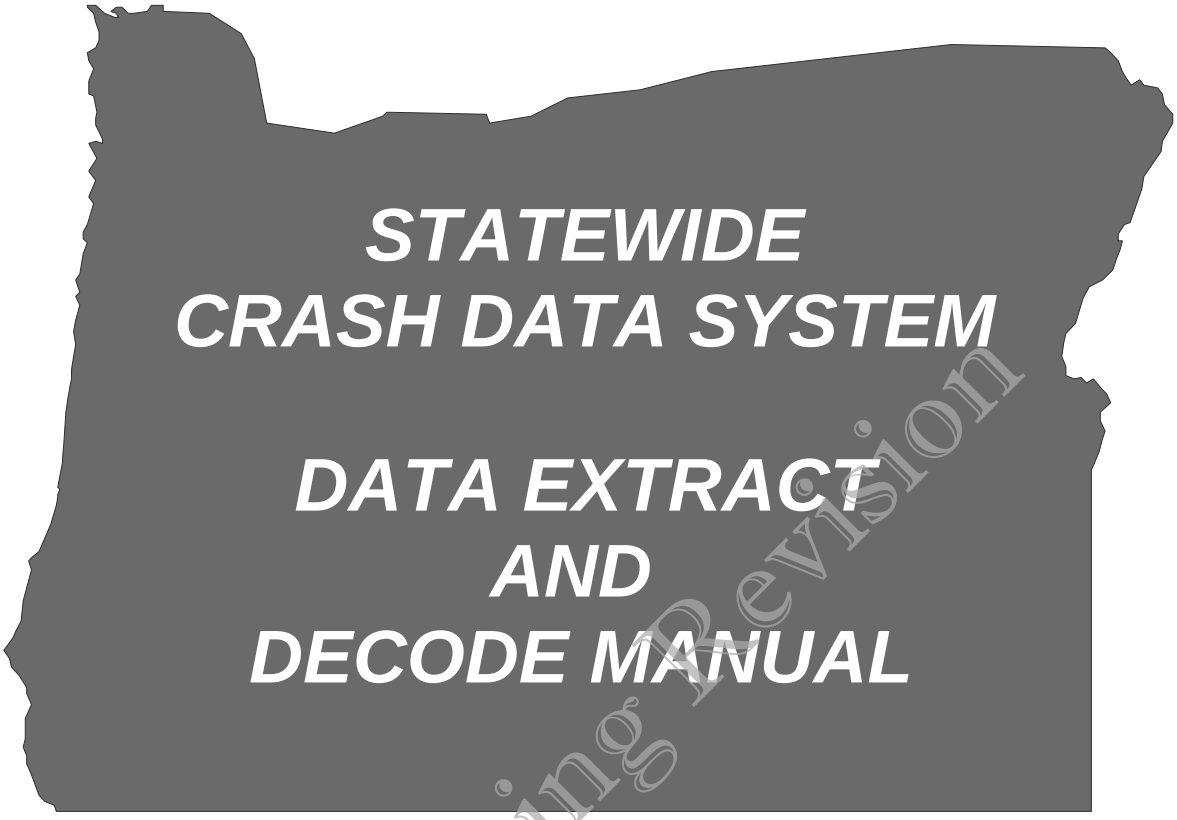
TRANSPORTATION DEVELOPMENT DIVISION



STATEWIDE CRASH DATA SYSTEM

DATA EXTRACT AND DECODE MANUAL

Undergoing Revision

Published by

Transportation Data Section
Crash Analysis and Reporting Unit

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May 2007

OREGON DEPARTMENT OF TRANSPORTATION

Undergoing Revision

STATEWIDE
CRASH DATA SYSTEM
MOTOR VEHICLE TRAFFIC CRASH
ANALYSIS AND CODE MANUAL

Oregon Department of Transportation

Transportation Development Division

Crash Analysis and Reporting Unit

555 13th Street NE, Suite 2

Salem, OR 97301-4178

Mark Wills

Manager

May 2007

Undergoing Revision

The Crash Analysis and Reporting Unit compiles data for reported motor vehicle traffic crashes occurring on city streets, county roads and state highways. The data supports various local, county and state traffic safety programs, engineering and planning projects, legislative concepts, and law enforcement services.

Legally reportable motor vehicle traffic crashes are those involving death, bodily injury, or damage to personal property in excess of $500 (for crashes that occurred prior to 9/01/1997) or $1,000 (for crashes that occurred between 9/01/1997 and 12/31/2003). As of 01/01/2004, drivers are required to submit a DMV Accident Report Form if there is more than $1,500 damage to the driver's vehicle; if there is more than $1,500 damage to property other than a vehicle; if someone is injured (no matter how minor the injury); if someone is killed; or if any vehicle is towed due to damage resulting from the accident.

The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit cannot guarantee that all qualifying crashes are represented in the Statewide Crash Data System; nor can assurances be made that all details pertaining to a single crash are accurate.

Database expansion and refinement implemented in 2002 may result in slight differences from data reported in earlier years.

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INTRODUCTION

This manual is an instructional tool for use in the analysis, coding and decoding of motor vehicle crashes to the Oregon Department of Transportation's Statewide Crash Data System (CDS). The manual is organized according to the layout of data fields on the CDS Data Entry Application. It provides a list of codes, code descriptions, instructions, examples, and validation rules where applicable.

Section I describes Crash Level data. This is data that is common to each individual crash (time, location, collision type, crash classification, weather conditions, investigation, etc.).

Section II describes Vehicle Level data. This is data that is specific to each individual vehicle involved in the crash (vehicle type, direction of travel, action, errors, causes, events, etc.).

Section III describes Participant Level data. This is data that is specific to each individual participant involved in the crash (type of participant, sex, age, injury severity, etc.).

Section IV describes additional system-generated codes. Values in these fields are dependent on values entered into fields from other tables, and are populated automatically by the data entry program. The system-generated codes simplify querying and provide additional information for data reporting.

Section V includes appendices, glossary definitions, legal intervention, Functional Classification and NHS Status on Oregon Highways, Highway Number Cross Reference, and Validation Rules.

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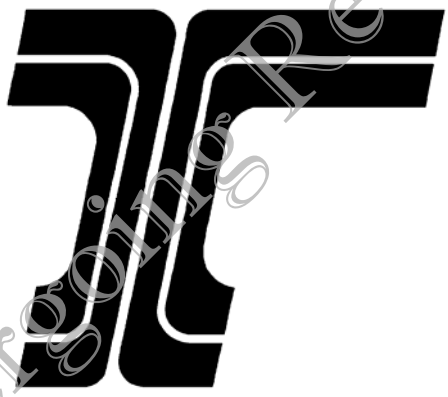
Section I

CRASH LEVEL



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DMV CRASH SERIAL NUMBER

Format: 5 char **Position(s)**: 35-39

Code	Description
00001 – 79999	Actual number assigned by DMV
8xxxx	8 leading: indicates original number assigned to incorrect county
9xxxx	9 leading: indicates duplicate serial number for relevant county

Instructions:

The crash (serial) number is assigned to each crash by the Driver and Motor Vehicle Services (DMV) division. The number is stamped on the cover sheet of the case file, face sheet of the driver report and/or Police Accident Report (PAR). The serial number together with the county code, make up the unique case identifier for each crash. For example, 03-1234 would be entered as 01234 in this five-digit field.* (The 03 which identifies that the crash occurred in Clackamas county is coded further in the crash record.) For counties whose incidence of crashes has entered into the 10,000's i.e., Multnomah and Washington DMV does not stamp the combination county and serial number, for example 00123 could be a Multnomah or Washington report. The cover sheet will include the name of the county as clarification for those reading or coding the report. *As in the earlier example, the codes 26 and 34 which identify the county of occurrence will be coded further in the crash record.) Crashes within each county are numbered consecutively each year. There is no relationship between the serial number and the crash location within the county.

Occasionally, DMV incorrectly assigns county designations to crashes. In these situations, the incorrect serial number is retained, but the crash data technician enters an 8 as the first character in the 5-digit field. For example, a crash assigned to county 03 in error and given number 01234 would be coded to its correct county, and the serial number would be entered as 81234. This practice allows the crash to be coded to the correct county, while flagging it as being originally assigned to an incorrect county in DMV's files. The original report is sent back to DMV with a note indicating the error in the county assignment and a record of the change is entered into the unit's report tracking database. When this occurs within counties using larger serial numbers, 11234 would become 81234.

When DMV assigns a duplicate serial number, i.e. the same number for two different crashes in one county, the crash data technician should adjust the serial number for the second crash by replacing the first character of the serial number with a 9. For example, if serial number 01234 were assigned to two different crashes in county 03 (Clackamas County), the first crash would retain the 01234 code, and the second crash would be coded 91234. The 9 should be assigned to the later crash date whenever possible. In the case of a larger serial number, 11234 would become 91234. If an individual crash must be broken out into more than two different crashes, the crash data technician should consult the code leader for recommendations on the use of an additional leading number. The next number to be assigned should be 7, as in 71234.

***Revised October 1, 1995

General Validations:

Undergoing Revision

CRASH DATE

Format: 2 char, 2 char, 4 char **Position(s)**: 40-47

Code	Description	Code	Description	Code	Description
Month (MM)					
01	January	05	May	09	September
02	February	06	June	10	October
03	March	07	July	11	November
04	April	08	August	12	December
Day (DD)					
01-31	Actual Day				
Year (YYYY)					
XXXX	Code Year				

Instructions:

Crash Date is an eight-digit field that describes the date on which the crash occurred, as recorded on the PAR or on the driver report. The format of the crash date field is MMDDYYYY, where MM equals the two-digit month, DD equals the two-digit day, and YYYY equals the four-digit century and year.

The year is automatically inserted by the electronic data entry system, but may be modified by the crash data technician.

When the exact day of the crash is unknown and there is a missing persons report mentioned in the report, code the date the person went missing. If no missing persons report is mentioned, use the date of the police report.

General Validations:

Undergoing Revision

CRASH HOUR

Format: 2 char **Position(s)**: 49-50

Code	Description	Code	Description
00	12:00 a.m. (midnight) - 12:59 a.m.	13	1:00 p.m. to 1:59 p.m.
01	1:00 a.m. to 1:59 a.m.	14	2:00 p.m. to 2:59 p.m.
02	2:00 a.m. to 2:59 a.m.	15	3:00 p.m. to 3:59 p.m.
03	3:00 a.m. to 3:59 a.m.	16	4:00 p.m. to 4:59 p.m.
04	4:00 a.m. to 4:59 a.m.	17	5:00 p.m. to 5:59 p.m.
05	5:00 a.m. to 5:59 a.m.	18	6:00 p.m. to 6:59 p.m.
06	6:00 a.m. to 6:59 a.m.	19	7:00 p.m. to 7:59 p.m.
07	7:00 a.m. to 7:59 a.m.	20	8:00 p.m. to 8:59 p.m.
08	8:00 a.m. to 8:59 a.m.	21	9:00 p.m. to 9:59 p.m.
09	9:00 a.m. to 9:59 a.m.	22	10:00 p.m. to 10:59 p.m.
10	10:00 a.m. to 10:59 a.m.	23	11:00 p.m. to 11:59 p.m.
11	11:00 a.m. to 11:59 a.m.	24	DO NOT USE
12	12:00 p.m. (noon) to 12:59 p.m.	99	Unknown Time

Instructions:

Crash Hour is a two-digit code representing the hour in which the crash occurred, based on military time. No rounding of time is used. If a crash occurs at 11:01 a.m. and another at 11:57 a.m., they are both coded as Crash Hour = 11. Crashes occurring at 2400 hours are coded to the following day, and code 00 should be used for Crash Hour in those situations.

To convert from 'normal' time to military time add ‘12’ to the hour for crashes that occur between 1:00 pm and 11:59 pm.

General Validations:

Undergoing Revision

COUNTY

Format: 2 char **Position(s)**: 51-52

Code	Description	Code	Description	Code	Description
01	Baker	13	Harney	25	Morrow
02	Benton	14	Hood River	26	Multnomah
03	Clackamas	15	Jackson	27	Polk
04	Clatsop	16	Jefferson	28	Sherman
05	Columbia	17	Josephine	29	Tillamook
06	Coos	18	Klamath	30	Umatilla
07	Crook	19	Lake	31	Union
08	Curry	20	Lane	32	Wallowa
09	Deschutes	21	Lincoln	33	Wasco
10	Douglas	22	Linn	34	Washington
11	Gilliam	23	Malheur	35	Wheeler
12	Grant	24	Marion	36	Yamhill

Instructions:

County code is a two-digit code that identifies the county in which the crash occurred. The County code, together with the DMV Serial Number, makes up the unique DMV case identifier for each crash.

General Validations:

Undergoing Revision

CITY

Format: 3 numeric **Position(s)**: 53-55

Code	Description
Blank	Outside City Limits
001	Adair Village
002	Adams
003	Adrian
004	Albany
005	Amity
006	Antelope
007	Arlington
008	Ashland
009	Astoria
010	Athena
011	Aumsville
012	Aurora
013	Baker City
014	Bandon
015	Banks
016	Barlow
017	Bay City
018	Beaverton
019	Bend
020	Boardman
021	Bonanza
022	Brookings
023	Brownsville
024	Burns
025	Butte Falls
026	Canby
027	Cannon Beach
028	Canyon City
029	Canyonville
030	Carlton
031	Cascade Locks
032	Cave Junction
033	Central Point
034	Chiloquin
035	Clatskanie
036	Coburg
037	Columbia City
038	Condon
039	Coos Bay
040	Coquille
041	Cornelius
042	Corvallis
043	Cottage Grove
044	Cove
045	Creswell
046	Culver
047	Dallas
251	Damascus (2006)
048	Dayton
049	Dayville
050	Depoe Bay
051	Detroit
052	Donald
053	Drain
054	Dufur
055	Dundee
056	Dunes City
057	Durham
058	Eagle Point
059	Echo
060	Elgin
061	Elkton
062	Enterprise
063	Estacada
064	Eugene
065	Fairview
066	Falls City
067	Florence
068	Forest Grove
069	Fossil
070	Garibaldi
071	Gaston
072	Gates
073	Gearhart
074	Gervais
075	Gladstone
076	Glendale
077	Gold Beach
078	Gold Hill
079	Granite
080	Grants Pass
081	Grass Valley
083	Gresham
084	Haines
085	Halfway
086	Halsey
087	Happy Valley
088	Harrisburg
089	Helix
090	Heppner
091	Hermiston
092	Hillsboro
093	Hines
094	Hood River
095	Hubbard
096	Huntington
097	Idanha
098	Imbler
099	Independence
100	Ione
101	Irrigon
102	Island City
103	Jacksonville
104	Jefferson
105	John Day
106	Johnson City
107	Jordan Valley
108	Joseph
109	Junction City
110	Keizer
111	King City
112	Klamath Falls
114	La Grande
252	**La Pine (2007)**
113	Lafayette
115	Lake Oswego
116	Lakeside
117	Lakeview
118	Lebanon
119	Lexington
120	Lincoln City
121	Lonerock
122	Long Creek
123	Lostine
124	Lowell
125	Lyons
127	Madras
128	Malin
129	Manzanita
130	Maupin
131	Maywood Park
126	McMinnville
132	Medford
133	Merrill
134	Metolius
135	Mill City
136	Millersburg
137	Milton-Freewater
138	Milwaukie
139	Mitchell
140	Molalla
141	Monmouth
142	Monroe
143	Monument
144	Moro
145	Mosier
146	Mt. Angel
147	Mt. Vernon
148	Myrtle Creek

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Code	Description	Code	Description	Code	Description	Code	Description
149	Myrtle Point	176	Riddle	202	Stayton	228	Waterloo
150	Nehalem	177	Rivergrove	203	Sublimity	229	Westfir
151	Newberg	178	Rockaway Beach	204	Summerville	230	West Linn
152	Newport	179	Rogue River	205	Sumpter	231	Weston
153	North Bend	180	Roseburg	206	Sutherlin	232	Wheeler
154	North Plains	181	Rufus	207	Sweet Home	233	Willamina
155	North Powder	182	St. Helens	208	Talent	234	Wilsonville
156	Nyssa	183	St. Paul	209	Tangent	235	Winston
157	Oakland	184	Salem	210	The Dalles	236	Woodburn
158	Oakridge	185	Sandy	211	Tigard	237	Wood Village
159	Ontario	186	Scappoose	212	Tillamook	238	Yachats
160	Oregon City	187	Scio	213	Toledo	239	Yamhill
161	Paisley	188	Scotts Mills	214	Troutdale	240	Yoncalla
162	Pendleton	189	Seaside	215	Tualatin	241	Portland
163	Philomath	190	Seneca	216	Turner	242	Portland N
164	Phoenix	191	Shady Cove	217	Ukiah	243	Portland NE
165	Pilot Rock	192	Shaniko	218	Umatilla	244	Portland E. Burnside
167	Port Orford	193	Sheridan	219	Union	245	Portland SE
168	Powers	194	Sherwood	220	Unity	246	Portland S
169	Prairie City	195	Siletz	221	Vale	247	Portland SW
170	Prescott	196	Silverton	222	Veneta	248	Portland W. Burnside
171	Prineville	197	Sisters	223	Vernonia	249	Portland NW
172	Rainier	198	Sodaville	224	Waldport	250	Portland Bridges
173	Redmond	199	Spray	225	Wallowa		
174	Reedsport	200	Springfield	226	Warrenton		
175	Richland	201	Stanfield	227	Wasco		

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Instructions:

City is a three-digit Federal Information Processing Standards (FIPS) code that has been assigned to each incorporated city. Except for Portland, each city has only one code regardless of county boundary lines. This is a change from coding procedures prior to 2002.

The City field is coded when the crash occurs inside city limits.

For all other crashes, including those that occur outside city limits but inside federal urban transportation boundaries, leave this field blank.

Portland

The listed City of Portland codes designate the geographical areas of Portland, and must be used to identify intersections such as SW 6th and Morrison separate from SE 6th and Morrison.

The geographical boundaries in Portland are as follows:

Willamette River separates East from West

N Williams Avenue separates N from NE
E Burnside Street separates NE from SE
W Burnside Street separates NW from SW

A crash occurring on, or charged to, Williams Avenue is coded to the North area. A crash on East Burnside is coded as East and a crash on West Burnside is coded as West. For a crash occurring on a Willamette River Bridge in Portland, Code 250 is used instead of the geographical area code.

General Validations:

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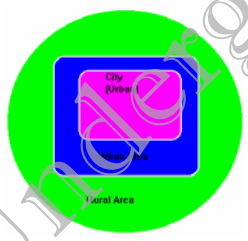
URBAN AREA

Format: 2 numeric **Position(s)**: 56-57

Code	Description	Code	Description	Code	Description
blank	Not in Urban Area	33	Hermiston UA	57	Portland UA
01	Albany UA	**34**	**Hood River UA** – eff. '05	59	Prineville UA
~~**03**~~	~~**Ashland UA**~~ – term. '05	35	Klamath Falls UA	61	Rainier UA
05	Astoria UA	37	La Grande UA	63	Redmond UA
07	Baker City UA	**38**	**La Pine** – eff. '05	65	Roseburg UA
09	Bend UA	39	Lebanon UA	67	Salem-Keizer UA
11	**Brookings UA** – eff. '05	41	Lincoln City UA	68	**Sandy UA** – eff. '05
13	Canby UA	**42**	**Madras UA** – eff. '04	69	Seaside UA
17	Coos Bay-North Bend UA	43	McMinnville UA	71	Silverton UA
19	Corvallis UA	44	Medford UA	73	St. Helens UA
21	Cottage Grove UA	45	Milton-Freewater UA	75	Stayton UA
23	Dallas UA	**46**	**Molalla UA** – eff. '05	77	Sutherlin UA
25	Eugene-Springfield UA	47	Monmouth-Independence UA	79	Sweet Home UA
27	Florence UA	49	Newberg UA	81	The Dalles UA
31	Grants Pass UA	51	Newport UA	~~**83**~~	~~**Wilsonville UA**~~ - term '05
32	**Green UA** – eff. '05	53	Ontario UA	85	Woodburn UA
		55	Pendleton UA		

Instructions:



Urban Area is a two-digit code that indicates whether the crash occurred in a city or non-city area that lies within a Federal Aid Urban Transportation Boundary (FAUTB). When determining this boundary, the city limits, current census information and major transportation facilities are taken into consideration.

Not all cities lie within urban boundaries; and some cities lie partially inside and partially outside an urban boundary. Refer to automated milepoint logs (AML's) and the City – Urban Area Cross-Reference Table below for assistance in coding this field. If a city is not listed on the City – Urban Area Cross-Reference Table, then it is a "**rural city**". The "Urban Area" field should be left blank.

For crashes that occur outside urban boundaries, leave this field blank.

The following new and deleted urban areas will not be recognized in CDS coding until the 2005 code year, because they were not entered into I.T.I.S. until mid-2004: Brookings, Green, Hood River, LaPine, Madras, Molalla, Sandy. The deletions are: Ashland (now part of Medford UA, along with the cities of Eagle Point and Jacksonville); Wilsonville as a part of Portland UA.

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City – Urban Area Cross-Reference Table

CITY CODE	CITY NAME	UA CODE	UA NAME
004	Albany	01	Albany UA
008	**Ashland**	**44**	**Medford UA**
009	Astoria	05	Astoria UA
013	Baker City	07	Baker City UA
018	Beaverton	57	Portland UA
019	Bend	09	Bend UA
022	**Brookings**	**11**	**Brookings UA**
026	Canby	13	Canby UA
033	Central Point	44	Medford UA
036	**Coburg**	**25**	**Eugene Springfield UA**
039	Coos Bay	17	Coos Bay-No. Bend UA
041	Cornelius	57	Portland UA
042	Corvallis	19	Corvallis UA
043	Cottage Grove	21	Cottage Grove UA
047	Dallas	23	Dallas UA
057	Durham	57	Portland UA
058	**Eagle Point**	**44**	**Medford UA**
064	Eugene	25	Eugene-Springfield UA
065	Fairview	57	Portland UA
067	Florence	27	Florence UA
068	Forest Grove	57	Portland UA
075	Gladstone	57	Portland UA
~~077~~	~~Gold Beach~~	~~11~~	~~Brookings UA~~
080	Grants Pass	31	Grants Pass UA
083	Gresham	57	Portland UA
087	Happy Valley	57	Portland UA
091	Hermiston	33	Hermiston UA
092	Hillsboro	57	Portland UA
094	**Hood River**	**34**	**Hood River UA**
099	Independence	47	Monmth-Indpndnce UA
106	Johnson City	57	Portland UA
110	Keizer	67	Salem-Keizer UA
111	King City	57	Portland UA
112	Klamath Falls	35	Klamath Falls UA
114	La Grande	37	La Grande UA
252	**La Pine (2006)**	**38**	**La Pine UA (2007)**
115	Lake Oswego	57	Portland UA
118	Lebanon	39	Lebanon UA
120	Lincoln City	41	Lincoln City UA
127	**Madras**	**42**	**Madras UA**
131	Maywood Park	57	Portland UA
126	McMinnville	43	McMinnville UA
132	Medford	44	Medford UA
137	Milton-Freewater	45	Milton-Freewater UA
138	Milwaukie	57	Portland UA
140	**Molalla**	**46**	**Molalla UA**
141	Monmouth	47	Monmouth-Independence
151	Newberg	49	Newberg UA
152	Newport	51	Newport UA
153	North Bend	17	Coos Bay-North Bend UA
159	Ontario	53	Ontario UA
160	Oregon City	57	Portland UA
162	Pendleton	55	Pendleton UA
163	**Philomath (2006)**	**19**	**Corvallis UA**
164	Phoenix	44	Medford UA
241	Portland	57	Portland UA
250	Portland Bridges	57	Portland UA
244	Portland E.	57	Portland UA
242	Portland N	57	Portland UA
243	Portland NE	57	Portland UA
249	Portland NW	57	Portland UA
245	Portland SE	57	Portland UA
247	Portland SW	57	Portland UA
248	Portland W.	57	Portland UA
~~167~~	~~Port Orford~~	~~11~~	~~Brookings UA~~
171	Prineville	59	Prineville UA
172	Rainier	61	Rainier UA
173	Redmond	63	Redmond UA
177	Rivergrove	57	Portland UA
180	Roseburg	65	Roseburg UA
184	Salem	67	Salem-Keizer UA
185	**Sandy**	**68**	**Sandy UA**
189	Seaside	69	Seaside UA
194	Sherwood	57	Portland UA
196	Silverton	71	Silverton UA
200	Springfield	25	Eugene-Springfield UA
182	St. Helens	73	St. Helens UA
202	Stayton	75	Stayton UA
206	Sutherlin	77	Sutherlin UA
207	Sweet Home	79	Sweet Home UA
208	**Talent**	**44**	**Medford UA**
210	The Dalles	81	The Dalles UA
211	Tigard	57	Portland UA
214	Troutdale	57	Portland UA
215	Tualatin	57	Portland UA
230	West Linn	57	Portland UA
234	**Wilsonville**	**57**	**Portland UA**
237	Wood Village	57	Portland UA
236	Woodburn	85	Woodburn UA

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General Validations:

FUNCTIONAL CLASSIFICATION

Format: 2 char **Position(s)**: 58-59

Code	Description	Code	Description
01	Rural Principal Arterial – Interstate	11	Urban Principal Arterial – Interstate
02	Rural Principal Arterial – Other	12	Urban Principal Arterial – Freeway or Expressway
06	Rural Minor Arterial	14	Urban Principal Arterial – Other
07	Rural Major Collector	16	Urban Minor Arterial
08	Rural Minor Collector	17	Urban Collector
09	Rural Local Street or Road	19	Urban Local Street or Road

Instructions:

Functional Classification is a two-digit code that groups streets and roadways by similar characteristics of mobility and/or land access. This classification technique recognizes that individual roads and streets are dependent on each other. Roads that are within an urban or urbanized area with a census population over 5,000 are considered “urban”. If the “Urban Area” filed was left bank, the functional class rural codes 01 – 09 should be used. There are six functional classification categories for urban roads and six functional classification categories for rural roads. Functional classifications are categorized based on federal standards.

It is extremely important to determine the actual crash location, and assign the crash to a particular road, before coding this and all other roadway elements.

For crashes that occur within the center of an intersection, assign the crash to the road that has the highest functional classification. For crashes that occur inside the intersection of two state highways with equal classification, assign the crash to the highway that carries the highest priority. This is usually the highway with the lowest state highway index number. For instructions on which highway takes priority in intersectional crashes, refer to the "Highway Intersectional Priority List" under the instructions for Highway Number.

For "intersectional" crashes that occur prior to entering the intersection, and for all non-intersectional crashes, assign the crash to the roadway on which the first harmful event occurred.

The federal functional classifications define how roadways are intended to operate. They are defined as follows:

Arterials provide mobility, typically carrying high traffic volumes on a continuous network with no stub routes but provide very little direct land access. A stub route is when a roadway classification stops midway through the road. Arterials must connect from roadway to roadway.

Collectors provide both mobility and land access gathering trips from localized areas and feed them onto the arterial network.

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Locals provide land access. Local roads are lower volume roadways that provide direct land access but are not designed to serve through traffic needs.

Urban Classifications:

Urban principal arterials focus on mobility by serving trips through urban areas and long distance trips between traffic generators within an urban area.

Urban minor arterials focus on mobility but serve shorter trips between traffic generators within urban areas.

Urban collectors focus on mobility and land access by serving both intra-urban and local trips that take travelers to arterials.

Local Streets focus on land access rather than through trips and include all other public roads.

Rural Classifications:

Rural principal arterials focus on statewide and interstate mobility and typically include the Interstate System and other rural freeways that serve longer distance high-volume corridors.

Rural minor arterials also focus on mobility but typically link smaller cities and towns and other statewide traffic generators, such as resorts that are not served by principal arterials.

Rural major collectors link county seats and communities not served by arterials but have an intra-county rather than statewide focus.

Rural minor collectors collect traffic from local roads and smaller communities.

Local roads focus on land access and relatively short trips and include all other public roads.

General Validations:

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NHS

Format: 1 char **Position(s)**: 60

Code	Description
0	No
1	Yes

Instructions:

NHS is a yes/no field that indicates whether the highway on which the crash occurred is a part of the national highway system. This field is only coded for crashes that occur on the state highway system.

Code 0 is used for crashes that occur on portions of highway that have not been designated as part of the national highway system.

Code 1 is used for crashes that occur on portions of highway that have been designated as part of the national highway system.

General Validations:

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HIGHWAY NUMBER

Format: 3 char **Position(s)**: 61-63

Code	Description
Blank	Not on Highway System
001	Pacific
002	Columbia River
003	Oswego
004	The Dalles - California
005	John Day
006	Old Oregon Trail
007	Central Oregon
008	Oregon-Washington
009	Oregon Coast
010	Wallowa Lake
011	Enterprise-Lewiston
012	Baker-Copperfield
014	Crooked River
015	McKenzie
016	Santiam
017	McKenzie-Bend
018	Willamette
019	Fremont
020	Klamath Falls-Lakeview
021	Green Springs
022	Crater Lake
023	Dairy-Bonanza
025	Redwood
026	Mt. Hood
027	Alsea
028	Pendleton-Cold Springs
029	Tualatin Valley
030	Willamina-Salem
031	Albany-Corvallis
032	Three Rivers
033	Corvallis-Newport
035	Coos Bay-Roseburg
036	Pendleton-Cold Springs
037	Wilson River
038	Oregon Caves
039	Salmon River
040	Beaverton-Hillsdale
041	Ochoco
042	Sherman
043	Monmouth-Independence
044	Wapinitia
045	Umpqua
046	Necanicum
047	Sunset
048	John Day-Burns
049	Lakeview-Burns
050	Klamath Falls-Malin
051	Wilsonville-Hubbard
052	Heppner
053	Warm Springs
054	Umatilla-Stanfield
058	Albany-Junction City
~~059~~	~~Sandy Boulevard~~ term. 2006
060	Rogue River
061	Stadium Freeway
062	Florence-Eugene
063	Rogue Valley
064	East Portland Freeway
066	La Grande-Baker
067	Pendleton
068	Cascade Highway North
069	Belt Line
070	McNary
071	Whitney
072	Salem
~~073~~	~~North Umpqua~~ term. 2004
081	Pacific Highway East
091	Pacific Highway West
092	Lower Columbia River
100	Historic Columbia River
102	Nehalem
103	Fishhawk Falls
104	Fort Stevens
105	Warrenton-Astoria
110	Mist-Clatskanie
120	Swift
123	Northeast Portland
130	Little Nestucca
131	Netarts
138	North Umpqua eff. 2004
140	Hillsboro-Silverton
141	Beaverton-Tualatin
142	Farmington
143	Scholls
144	Beaverton-Tigard
150	Salem-Dayton
151	Yamhill-Newberg
153	Bellevue-Hopewell
154	Lafayette
155	Amity-Dayton
157	Willamina-Sheridan
160	Cascade Highway South
161	Woodburn-Estacada
162	North Santiam
163	Silver Creek Falls
164	Jefferson
171	Clackamas
172	Eagle Creek-Sandy
173	Timberline
174	Clackamas-Boring
180	Eddyville-Blodgett
181	Siletz
~~182~~	~~Otter Rock~~ term 2007
189	Dallas-Rickreall
191	Kings Valley
193	Independence
194	Monmouth
200	Territorial
201	Alsea-Deadwood
210	Corvallis-Lebanon
211	Albany-Lyons
212	Halsey-Sweet Home
215	Clear Lake-Belknap Springs
222	Springfield-Creswell
225	McVay
226	Goshen-Divide
227	Eugene-Springfield
228	Springfield
229	Mapleton-Junction City
230	Tiller-Trail
231	Elkton-Sutherlin
233	West Diamond Lake
234	Oakland-Shady
240	Cape Arago
241	Coos River
242	Powers
244	Coquille-Bandon
250	Cape Blanco
251	Port Orford
255	Carpenterville
260	Rogue River Loop
270	Lake of the Woods
271	Sams Valley
272	Jacksonville
273	Siskiyou
281	Hood River
282	Odell
290	Sherars Bridge
291	Shaniko-Fossil
292	Mosier-The Dalles
293	Antelope
300	Wasco-Heppner
301	Celilo-Wasco
320	Lexington-Echo
321	Heppner-Spray
330	Weston-Elgin
331	Umatilla Mission

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Code	Description	Code	Description	Code	Description
332	Sunnyside-Umapine	371	~~Powell Butte~~ term. 2006	426	Hatfield
333	Hermiston	372	Century Drive	429	Crescent Lake
334	Athena-Holdman	380	Paulina	431	Warner
335	Havana-Helix	390	Service Creek-Mitchell	440	Frenchglen
339	Freewater	402	Kimberly-Long Creek	442	Steens
340	Medical Springs	410	Sumpter	449	Huntington
341	Ukiah-Hilgard	413	Halfway-Cornucopia	450	Succor Creek
342	Cove	414	Pine Creek	451	Vale-West
350	Little Sheep Creek	415	Dooley Mountain	453	Adrian-Arena Valley
351	Joseph-Wallowa Lake	420	Midland	454	Adrian-Caldwell
360	Madras-Prineville	422	Chiloquin	455	Olds Ferry-Ontario
361	Culver	424	South Klamath Falls	456	I.O.N.
370	O'Neil	~~425~~	~~E Diamond Lake~~ term. 2004		

Instructions:

Highway Number is a three-digit code representing the state highway index number, which is the administrative number used by ODOT. This field is only coded for crashes that occur on the state highway system. For all other crashes, leave this field blank.

The route number is a political designation for a route from one place to another. Highway numbers and route numbers are not related to each other although they may be assigned to portions of the same roadway.

The "state highway index number" is the same as the "highway number" with three exceptions:

Highway #	Route#	Highway Name	State Highway Index #
1E	US99E	Pacific Highway East	081
1W	US99W	Pacific Highway West	091
2W	US30	Lower Columbia River Highway	092

Common Alignment

In the case of two or more highways that have a common alignment, code it to the smallest index number. See Common Alignment list in the Appendix.

Highway System Intersectional Crash Coding Priority

Crashes occurring in the intersection, at the junction of two or more highways, are coded in the order of preference as follows:

1) At the junction of two or more highways, the highway with the smallest index number is coded with its corresponding milepoint (see list of exceptions following this section).

2) At the junction of a mainline highway and a connection or frontage road, the mainline highway is coded.

3) At the junction of two connections, code the connection that continues through the intersection.

4) At the junction of a city street and highway, code to the highway if it is being entered or exited (used).

5) At the junction of a connection and a city street, code to the connection if it is being entered or exited (used).

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6) At the junction of a frontage road and a city street, code to the frontage road if it is being entered or exited (used).

7) At the junction of a county road and any of the above highway systems, follow the same rule.

8) At the junction of a highway spur and a "normal" highway prefix, code to the smallest highway index number. In the case of the same highway number, code to the prefix that continues through the intersection.

HIGHWAY INTERSECTIONAL PRIORITY LIST

(Exceptions to rule for ranking highways by number – revised 05/21/2007)

Local Area	Less Important Hwy	Code More Important Hwy
Albany	16	58
Necanicum Junction	46	47
Parkrose	59	123
Pendleton	36	67
Philomath	27	33
SW Portland	3	26
Prineville	14	41
Progress	141	144
Progress	143	144
Sisters	15	16
Sylvan	29	47
Tillamook Junction	37	47
Vale	5	7
Valley Junction	32	39
Wallace Bridge	30	39
Warm Springs Junction	44	53

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General Validations:

ROADWAY NUMBER

Format: 1 char **Position(s)**: 66

Code	Description
Blank	Not on state highway system
1	Undivided highway, or add-mileage alignment of divided hwy **(exception: I-5 non-add mileage)**
2	Non-add mileage alignment of a divided highway or couplet; **(exception: I-5 add mileage)**
3	Add mileage alignment of split roadway
4	Non-add mileage alignment of split roadway
5	Mileage on alignment not yet built or mileage on a non-state owned roadway and considered "located".

Instructions:

Roadway Number is a one-digit code that is used to make highway milepoints unique and to more clearly indicate crash location.

This field is only coded for crashes that occur on the state highway system, **including frontage roads (2007)**. For all other crashes, leave this field blank.

Code 1 is used when a crash occurs on an undivided highway, or on the add-mileage alignment of a divided highway; **including the add-mileage side of couplets and frontage roads**. The exception to this rule is Highway 001, Interstate 5, which has Roadway 1 designated as the non-add mileage alignment.

Code 2 is used when a crash occurs on the non-add alignment of a divided highway or on the non-add side of a couplet, **or the non-add side of a frontage road**. The exception to this rule is Highway 001, Interstate 5, which has Roadway 2 designated as the add-mileage alignment.

Code 3 is used when a crash occurs on the add-mileage alignment of a split roadway.

Code 4 is used when a crash occurs on the non-add mileage alignment of a split roadway.

Code 5 is used when a crash occurs on land areas that have a surveyed alignment where a road is planned to be built. The location where highway construction plans have been developed, and the geographic location surveyed for constructions, but no paved surface yet exists. This mileage is considered "located", and is neither add nor non-add.

Roadway numbers are further defined as follows:

Add-Mileage generally applies when milepoints have increasing values in the direction of travel. The term originated from the fact that the direction of increasing milepoints is used for mileage summarization, whereas separate roadways mileposted in the opposite direction are not counted in totals.

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Non-Add Mileage applies to milepoints that decrease in the direction of travel. Non-add mileage is not included in highway mileage summarization.

Alignment means the horizontal and vertical control of a section of roadway or other transportation facility.

Couplet refers to the two one-way roadways of a divided highway, named differently, approximately parallel with traffic flow in opposite directions and separated by accessible land uses. On the reverse (typically "non-add") mileage side, the direction of travel runs the opposite direction the highway milepoints increase. The milepoints on this section of the highway still increase in the same direction as the rest of the highway, but the vehicle travel direction is running opposite. An example of a couplet is OR 99E, Hwy 72 in Salem, i.e., Liberty St. NE and Commercial St. NE. The one-way reverse side of the couplet is Liberty St. because Hwy 72 milepoints increase southbound and Liberty is a one-way northbound roadway.

Split roadways are alignments (lanes) that run parallel to regular add or non-add alignments on a state highway, which are part of the same highway, but are separated by a physical divider. This roadway type is limited and the identifying code distinguishing this roadway from others will be gradually phased out of use by the Roadway Inventory and Classification Unit (RICS).

General Validations:

Undergoing Revision

HIGHWAY COMPONENT

Format: 1 char **Position(s)**: 67

Code	Description
Blank	Not on state highway system
0	Mainline state highway
1	Couplet – code for **both** Add **and** Non-Add sides (effective 2003)
3	Frontage road
6	Connection
8	Other highway component

Instructions:

Highway Component is a one-digit code that further characterizes the highway structure on which the crash occurred. This field is only coded for crashes that occur on the state highway system. For all other crashes, this field is left blank.

A **state highway** is a land-based public way designated by the Oregon Transportation Commission as a highway for the purpose of vehicular travel. The State of Oregon commonly has, but may not have all, right, title, interest, jurisdiction, maintenance and control of the entire area with the highway right-of-way.

Code 0 is used when the crash occurs on the **mainline** portion of a highway. The mainline portion of the highway refers to all roadways for a highway, excluding connections, frontage roads, and couplets. (This is a slight variation to the way mainline is defined by ODOT terms and definitions, for the purposes of coding for the Crash Analysis and Reporting Unit (CAR)).

Code 1 is used when the crash occurs on **either side** of a **couplet.** A couplet is composed of the two roadways of a divided highway, often named differently, approximately parallel with traffic flow in opposite directions and separated by accessible land uses. Examples of couplets include:

- Marion Street bridge and Center Street Bridge on Hwy 030 in Salem
- Liberty Rd and Commercial Street on Hwy 072 in Salem
- Vista Ridge Tunnels of Sunset Hwy on Hwy 047 in the Portland area. (Sunset Hwy couplet carries only one name.).

Code 3 is used when the crash occurs on a **frontage road**. A frontage road is a road, secondary to and generally parallel to a highway, providing service to abutting property and adjacent areas for control of access. A frontage road may or may not be connected to the highway it services. An example of a frontage road is Enchanted Way S.E. just south of Salem on the east side of I-5 (Hwy 1). This frontage road belongs to I-5.

Code 6 is used when the crash occurs on a **connection**. A connection is a street or road, open to vehicular travel, which joins a road from the state highway system to any other road, entity, or to another state-owned road. A connection is usually much shorter than a spur or frontage road.

Underscore's Revision

Code 8 was previously used when the crash occurred on an **other highway component** that is a portion of highway not otherwise defined above. This code is not in use as of the beginning of the 2004 code year.

General Validations:

Undergoing Revision

MILEAGE TYPE

Format: 1 char **Position(s)**: 68

Code	Description
Blank	Not on State Highway System
0	Regular Mileage (this is a numeric code)
T	Temporary
Y	Spur
Z	Overlapping

Instructions:

Mileage Type is a one-character alphanumeric code which indicates the category of mileage assigned to the portion of highway on which the crash occurred. For crashes that do not occur on the state highway system, leave this field blank.

Code 0 (zero) is used for **Regular Mileage** – Regular mileage represents any mileage that does not fall within any of the categories listed below. The majority of the highway system is regular mileage.

Code T is used for **Temporary Mileage** – A highway route that is a temporary alignment. These alignments will be identified in the highway references. They have no distinguishing difference from a regular route other than their expected length of service.

Code Y is used for **Spur Mileage** – A spur is an off-shoot of the regular highway alignment. It may be a two-way or one-way roadway. An example of a spur is Grants Pass Parkway in the city of Grants Pass. This spur runs eastbound off the regular route for OR 99, Highway 25.

Code Z is used for **Overlapping Mileage** – A new length of roadway constructed within an already existing milepointed section of road. This occurs when a road must be lengthened, other than at the end, and additional mileage has been added.

General Validations:

Undergoing Revision

CONNECTION NUMBER

Format: 1 char **Position(s)**: 69

Code	Description
Blank	Not a connection on state highway system
1-9	Actual connection number

Instructions:

Connection Number is a one-digit code that identifies an on-ramp, off-ramp, over-crossing or under-crossing roadway within an interchange. Numbers are assigned to each connection belonging to a given highway within the interchange. Numbers may be repeated for connections belonging to a different highway in the same interchange. Refer to automated milepoint logs, CAR unit diagrams, or the ITIS highway inventory summary to determine the appropriate connection number assigned to the crash location.

Connection - a street or road, open to vehicular travel, which joins a road from the state highway system to any other road, entity, or another state owned road. A connection is usually much shorter than a spur or frontage road.

General Validations:

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LRS

Format: 20 VarChar **Position(s)**: 70-89

Not used at time of this publication

Instructions:

Linear Referencing System (LRS) Number is a variable-character field that contains a value or string of values (other than latitude / longitude) that describe a segment of roadway, as defined by ODOT's GIS Unit or other external geopolitical organizations. This field was not in use at the start of the 2004 code year.

General Validations:

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LATITUDE

Format: 1-2 char, 1-2 char, up to 9 char **Position(s)**: 90-98

xx xx xx.xxxxxxx

Instructions:

A Latitude number may consist of up to 13-characters. The latitude number consists of three separate parts, the number of latitude degrees (one or two characters), the number of latitude minutes (one or two characters), and the number of latitude seconds (can be up to nine characters with two characters before the decimal and seven characters after the decimal).

The **number of latitude degrees**, show a portion of the coordinate values that describes the location of a crash.

The **number of latitude minutes**, showing a portion of the coordinate values that describes the location of a crash.

The **number of latitude seconds**, showing a portion of the coordinate values that describes the location of a crash.

Latitude numbers are derived from police reports or GIS maps **ONLY**.

This field was not in use prior to the start of the 2007 code year.

General Validations:

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LONGITUDE

Format: 4 char, 2 char, 9 char **Position(s)**: 99-109

xxxx xx xx.xxxxxxx

Instructions:

A Longitude Number may consist of up to 15-characters. The longitude number consists of three separate parts, the number of longitude degrees (one to four characters that includes the negative character), the number of longitude minutes (one to two characters), and the number of longitude seconds (can be up to nine characters with two characters before the decimal and seven characters after the decimal).

The **number of longitude degrees**, show a portion of the coordinate values that describes the location of a crash.

The **number of longitude minutes**, showing a portion of the coordinate values that describes the location of a crash.

The **number of longitude seconds**, showing a portion of the coordinate values that describes the location of a crash.

Longitude numbers are derived from police reports or GIS maps **ONLY**.

This field was not in use prior to the start of the 2007 code year.

General Validations:

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SPECIAL JURISDICTION

(For crashes occurring in Recreational Areas)

Format: 2 char **Position(s)**: 110-111

Code	Description
Blank	No Special Jurisdiction (default)
40	Deschutes National Forest
41	Fremont National Forest
42	Malheur National Forest
43	Mt. Hood National Forest
44	Ochoco National Forest
45	Rogue River National Forest
46	Siskiyou National Forest
47	Siuslaw National Forest
48	Umatilla National Forest
49	Umpqua National Forest
50	Wallowa National Forest
51	Willamette National Forest
52	Winema National Forest
53	Whitman National Forest
59	Crater Lake National Park
60	Any BLM Road
70	Any State Park Road
71	Any State Forest Service Road
80	Burns Reservation
81	Fort McDermitt Reservation
82	Grand Ronde Reservation
83	Siletz Reservation
84	Umatilla Reservation
85	Warm Springs Reservation
97	Other Federal Jurisdiction
98	Other Non-Federal Jurisdiction
99	Unknown Jurisdiction

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Instructions:

Special Jurisdiction is a two-digit code used when a crash occurs on a recreational or other road, open to the public, but under agency jurisdiction other than city, county, or state highway. Examples of other agency jurisdiction are:

- National Forest Service
- National Park Service
- Bureau of Land Management (BLM)
- State Forest Service
- State Park Service
- Reservations
- Miscellaneous non-county roads

Enter the Special Jurisdiction code that describes the area in which the crash occurred.
When a value is entered in Special Jurisdiction, the data entry system enables or modifies the following fields:

- Jurisdiction Group (auto-filled by data entry system)
- Recreational Road Number (modified Street Number field)
- Intersecting Recreational Road Number (modified Intersecting Street Number field – county road number or highway road number may be entered into this field)

Instructions for coding Recreational Road Number:

Recreational roads are coded using the same method for non-milepointed county roads (see Street Number, county road instructions). Some recreational roads have no official or available road number, and are difficult to locate on a map. Because of these dilemmas, the crash data technician uses broader procedures in an attempt to place the crashes that occur on these roads.

Code the location as accurately as the description allows. Some jurisdictions are further specified in the Recreational and Intersecting Recreational Road Number fields by adding a two-character prefix to the road number. The prefixes are shown below:

- NF (National Forest)
- BL (BLM)
- NP (National Park)
- SF (State Forest)
- SP (State Park)
- CR (miscellaneous non-county road)

Examples of how to enter road numbers (DO NOT add leading 0's or spaces):

- BL3-14-06
- NF70
- BL3470
- SF317

If a milepoint is referred to on the report, it may be included in coding. When a number is not available for a road, but a road name has been given, spell out the name as completely as possible within the 15 alphanumeric spaces allowed in the data entry program. If you cannot find the location on a map, enter the road name described in the report, and code Functional Classification as a rural local road. Reference the crash from the closest street described in the reports.

Note: Prior to the 2003 code year, recreational road crashes were coded to a separate database, called the Recreational Crash Program, maintained by the CAR Unit.

General Validations:

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JURISDICTION GROUP

Format: 2 char **Position(s)**: 112-113

Code	Description
1	National Forest
2	State Forest
3	National Park
4	State Park
5	Bureau of Land Management
6	Indian Reservation
7	Other Federal Jurisdiction
8	Other Type Jurisdiction (non-federal land)
9	Unknown Jurisdiction

Instructions:

Jurisdiction Group is a one-digit system generated code that indicates the agency having jurisdiction over the area in which the crash occurred. The system generated code is based on the value entered into the Special Jurisdiction field. A ten-character alphabetic short description will auto-fill on the data entry screen.

This field is only filled for crashes that occur on special jurisdiction roadways. For all other crashes, this field will remain blank.

General Validations:

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STREET NUMBER

(Recreational Road Name for crashes occurring in Recreational Areas)

Format: 5-15 char **Position(s)**: 114-128

Code	Description
Blank	Crash occurred on a State highway outside city limits
xxxxx	Actual assigned number (for regular streets); for recreational roads, enter up to 15 characters

Instructions:

Street Number is a five-character code that identifies the street or road on which the crash occurred. All five characters need to be entered into CDS, including leading zeros.

For intersectional crashes, the smaller of the two street number codes is entered first.
Street Number is coded differently depending on the roadway jurisdiction. There are five roadway jurisdiction categories recognized in the crash data coding.

- City streets
  - Circles and Loops
  - Complicate Diagrams
  - Portland Bridges
- County roads
- Recreational roads
- State highways inside city limits
- State highways outside city limits

City Streets

City street crashes require entries in both the 1st street (Street Number) and 2nd street (Intersecting Street Number) fields. Intersectional crashes are coded to the intersection; non-intersectional crashes are referenced from the nearest 2nd street Enter 00000 in the Intersecting Street Number field when you are unable to identify a 2nd street from which to reference. (Zeroes should only be coded when absolutely necessary because it limits the value of the data.)

Circles and Loops

For city streets that intersect a second street at two or more points (for example, a "Circle" or "Loop"), a conversion code is entered in the first character of the Street Number field. Refer to the following conversion chart to indicate the westernmost or southernmost junction. This conversion applies to city streets and non-milepointed county roads.

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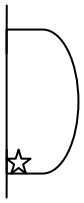
Conversion Chart for Streets Intersecting Another Street at Two Points

	0	1	2	3	4	5	6	7	8	9
Westernmost =	**{**	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**
Southernmost =	**}**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**Q**	**R**



Complicate Diagrams – Zones

Complicated diagrams (complicates) are used for coding complex intersections within the City of Portland. These complex locations are assigned a diagram number and partitioned into a series of zones. City of Portland has requested that crashes occurring in these specific locations are coded to zones and the diagram number of the complicate for their analysis purposes. When coding a complicate, intersection, the streets field coding is contrary to the general instruction for intersectional streets coding. The first street number coded indicates the diagram number (which will be the larger of the two numbers). The second street number is the zone in which the crash occurred.

Portland Bridges

Bridges in the city of Portland that cross the Willamette River are coded as per instructed on the "Willamette River Bridge" supplement. When coding one of the ten bridges included in this supplement, the city is coded to 250 – Portland bridges. The first street number is coded to the bridge code (09001 – 09010). Coding for the second street number is based on instructions given on the supplement that gives specific instructions for each bridge.

Undergoing Revision

County Roads County roads are coded differently depending on whether they're milepointed. Non-milepointed county roads are coded similarly to the way city streets are coded. We do not code milepoints for the following three counties:

- Deschutes
- Multnomah
- Washington

Lane and Lincoln county road numbers are kept in separate maintenance logs. Washington and Multnomah county road numbers are located in the City Street set-up books.

Street numbers for milepointed county roads may be obtained from the Public Road Inventory log, county maps, and other references specific to individual counties.

For county roads with alphanumeric numbers, follow these guidelines:

- When the alpha code is at the end, enter it as the last character of the Street Number.

- When the alpha code is at the beginning, enter it as the first character of the Street Number. For example:
    - MR20 for Marion County is coded M0020 (omit the 'R')
    - E-20 for Deschutes County is E0020 (omit the dash)

- When the alpha code is between numbers, code it in its position. For example, 3-E-6 is coded 003E6 (omit the dashes).

- When there is no alpha, but there is a hyphen separating any of the digits, code the hyphen as part of the number. For example:
    - 2-21 is coded 02-21
    - 22-1 is coded 022-1

- For non-milepointed county roads referenced from a state highway, frontage road or connection, enter the following characters in the first two digits of the Street Number field (as a prefix, the leading O is alphabetic):
    - OH026 Highway 26
    - OF026 Frontage road for Highway 26
    - OC026 Connection for Highway 26

- For named county roads that have no number, enter the name prefixed by zeroes. For example, May Road is entered as 00MAY. Abbreviate when necessary, and enter the abbreviation by the road name on the county maps (so technicians will consistently code the road the same way).

Recreational Roads

Refer to Special Jurisdiction field for coding instructions. Enter values in Street Number and Intersecting Street Number fields.

State Highways

For crashes occurring on state highways outside city limits, leave this field blank.

State Highways inside city limits

Same as instructions for City Streets. Street Number is obtained from System Set-up book.

General Validations:

Undergoing Revision

INTERSECTING STREET NUMBER

(Intersecting Recreational Road Name for crashes occurring in Recreational Areas)

Format: 5-15 char **Position(s)**: 129-143

Code	Description
Blank	Crash occurred on milepointed Rural Highway or milepointed County Road outside an intersection
00000	Street not found
xxxxx	Obtained from System Set-up Book, City Set-up Book, or County Road Book

Instructions:

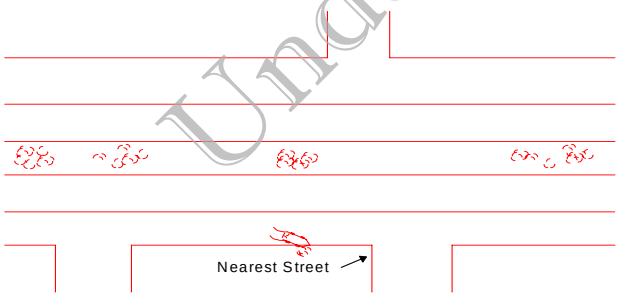
The "intersecting street" refers to the nearest street intersecting the road the on which the crash occurred. Code the larger of the two street codes when the crash is intersectional.

The numeric code is used the same as in Street Number. See the remarks in the Street Number instructions section on the preceding pages for coding this field.

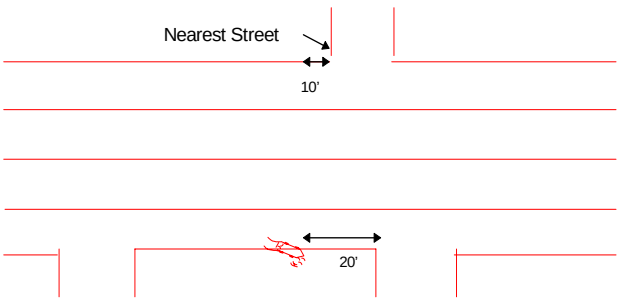
In the case of intersectional crashes, this field refers to the actual street that intersects at the point of the crash. Intersecting street numbers are not coded for milepointed county roads or rural highway system outside city limits. This field is coded for city streets, non-milepointed county roads and state highways inside city limits. The nearest intersecting street preferably should be the nearest street on the same side of the road the crash occurred. This is always true when coding physically divided state highways such as I-5. On roadways not physically divided it is possible for the nearest "intersecting street" to be on the other side of the roadway. See illustration below for example.

Undergoing Revision

Ex. 1



Ex. 2



General Validations:

DISTANCE FROM NEAREST INTERSECTION

Format: 4 numeric **Position(s)**: 144-147

Code	Description
Blank	Crash occurred on State Highway System or milepointed county road. Crash occurred on city street or non-milepointed county road where distance from nearest intersection is unknown.
0000	Intersectional crashes within city limits and on non-milepointed county roads.
0001 – 9998	Measurement in feet for city streets and hundredths of a mile for non milepointed county roads or recreational roads
9999	Distance exceeds 9999 ft.

Instructions:

This four-digit code represents the distance a crash occurred from an intersecting roadway. Code used for city streets and non-milepointed county roads. The code represents a measurement in feet, for city streets, or hundredths of a mile, for non milepointed county roads or recreational roads. Each jurisdiction is coded uniquely.

1) City Streets

City streets are coded using the measurement of feet up to 9998 feet. Always use the closest street to cross reference from. If the distance exceeds 9998 ft. and no other reference is available then use code 9999. If the distance from an intersecting roadway cannot be determined or approximated, then this field will remain blank. When the Distance from Intersection is blank, this creates an unknown location of impact.

2) Non-milepointed County Roads and Non-Milepointed Recreational Road

Non-milepointed county roads and non-milepointed recreational roads are coded using hundredths of a mile. The logic here assumes that county roads often run for longer distances before another roadway intersects. For example, if a crash was 1300 feet or approximately one quarter mile from another roadway, it would be represented as .25 from the intersecting roadway. Because four digits must be coded in this field, the code would read 0025. A decimal point is assumed and never coded. One mile from a specific roadway would be coded 0100. An eighth of a mile would be coded 0012. When a crash location is not intersectional but is less then 50 feet from an intersecting roadway, then 0001 is coded. If Distance from Intersection is not able to be determined, then this field is left blank. The chart on the following page represents conversions from hundredths of a mile to feet.

Undergoing Revision

Conversion Table for Distance From Nearest Intersection, Non-milepointed County Roads

Miles (Hundredths)	**Feet**	**Miles** (Hundredths)	**Feet**	**Miles** (Hundredths)	**Feet**	**Miles** (Hundredths)	**Feet**	**Miles** (Hundredths)	**Feet**
1 Mile	5280	1/5 .20	1056	.40	2112	.60	3168	.80	4224
.01	53	.21	1109	.41	2165	.61	3221	.81	4277
.02	106	.22	1162	.42	2218	.62	3274	.82	4330
.03	158	.23	1215	.43	2270	.63	3326	.83	4382
.04	211	.24	1267	.44	2323	.64	3379	.84	4435
.05	264	1/4 .25	1320	.45	2376	.65	3432	.85	4488
.06	317	.26	1373	.46	2429	.66	3485	.86	4540
.07	370	.27	1426	.47	2482	.67	3538	.87	4594
.08	422	.28	1478	.48	2535	.68	3590	.88	4646
.09	475	.29	1531	.49	2587	.69	3643	.89	4700
1/10 .10	528	.30	1584	1/2 .50	2640	.70	3696	.90	4752
.11	581	.31	1637	.51	2693	.71	3749	.91	4805
1/8 .12	634	.32	1690	.52	2746	.72	3802	.92	4858
.13	686	1/3 .33	1742	.53	2798	.73	3855	.93	4910
.14	739	.34	1795	.54	2851	.74	3907	.94	4963
.15	792	.35	1848	.55	2904	3/4 .75	3960	.95	5016
.16	845	.36	1901	.56	2957	.76	4013	.96	5069
1/6 .17	898	.37	1954	.57	3010	.77	4066	.97	5122
.18	950	.38	2006	.58	3062	.78	4118	.98	5174
.19	1003	.39	2059	.59	3115	.79	4171	.99	5227

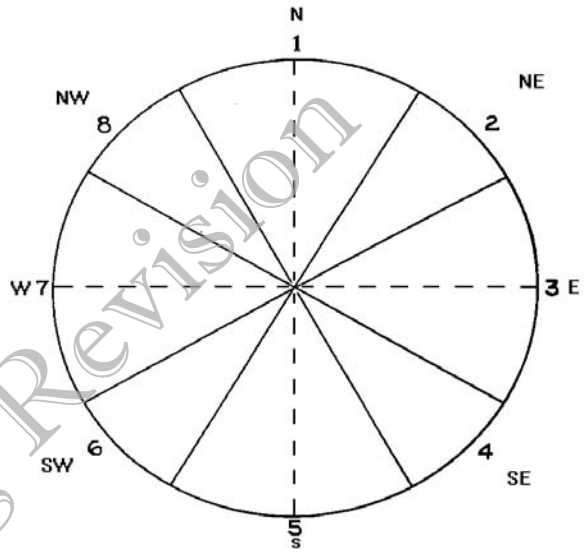
General Validations:

Undergoing Revision

DIRECTION FROM INTERSECTION

Format: 1 numeric **Position(s)**: 148

Code	Description
0	Crash occurred on state highway system outside city limits, milepointed county road at a non-intersectional location; or in all other cases if direction from second street is unknown.
1	North
2	Northeast
3	East
4	Southeast
5	South
6	Southwest
7	West
8	Northwest
9	Center of the Intersection



Undergoing Revision

Instructions:

Direction from Intersection is a one-digit code that represents the direction from the nearest intersection or intersecting roadway to the crash location. The direction field is used to better clarify the location of a crash site. A crash occurring within the center of the intersection of 2 or more roads is coded with a 9 in this field.

A crash may be determined intersectional yet occurred outside the center of the intersection (within the 5 or 6 quadrants (see location of impact)). Enter the compass direction that indicates the site of the crash in relation to the center of the intersection.

City Streets, Non-Milepointed County Road and Recreational Roads

The Direction from Intersection is coded as 1 (north of), 2 (northeast of), 3 (east of), 4 (southeast of), 5 (south of), or 6 (southwest of), or 7 (west of) , or 8 (northwest of) and is referenced from the cross-street of the intersection.

Code 0 is used the Direction from Intersection is unknown.

Code 9 is used when the crash occurs inside the intersection.

Milepointed County Roads and State Hwy System Outside City Limits

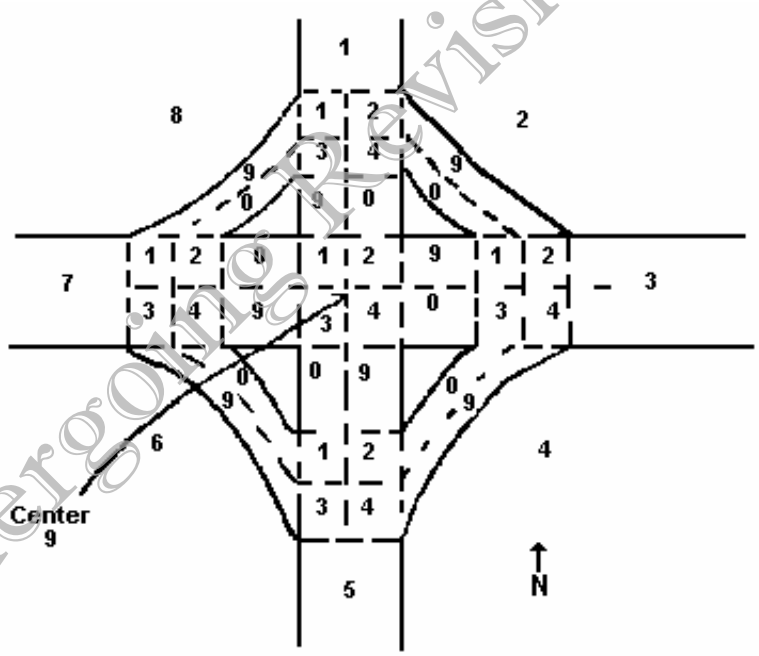
For milepointed county roads and crashes occurring on the state highway system outside city limits, only code Direction from Intersection if the crash occurred within the confines of an intersection. Use code '0' for all other situations.

When coding rural highways, always code the predominant direction the roadway runs, only using directions 1, 3, 5, 7, and 9.

Additional Remarks:

When coding intersectional crashes with turning legs, the direction code will assume more possibilities. See the following illustration for better clarification.

Type 10 Intersection
4 Legs



Undergoing Revision

General Validations:

MILEPOINT

Format: 7 numeric, translated to char **Position(s)**: 149-155

Code	Description
Blank	Crash occurred on City Street or non-milepointed County/Recreational road.
00000 - 99998	Actual milepoint to the nearest 0.01 mile.
99999	Unknown

Instructions:

Milepoint is a five-digit code used to identify the crash location on a state highway or milepointed county road. For all other crash locations, leave this field blank.

A **milepost** is a post physically placed alongside a roadway indicating the distance in miles from or to a given point. The measurements between these posts are referred to as **milepoints**.

The milepoint of a crash is determined by adding or subtracting mileage from a predetermined milepoint indicating a junction of roadways or a boundary of some type. Code milepoint to the nearest one-hundredth of a mile.

The data entry system right-justifies the number entered and automatically inserts a decimal point. For example, values entered as either 245 or 00245 will display as 2.45

Crash locations on milepointed roadways are determined by establishing the milepoint based on the information given you by the drivers and police reports. Milepoints are not common knowledge, and more often than not the technician will have to use references to determine the correct point for each crash. The accuracy of the milepoint is very important. At times, information from driver reports are vague and conflicting. If it is not possible to establish an approximate milepoint for the crash, enter code 99999 in this field.

Undergoing Revision

Negative (X) milepoints, Overlapping (Z) milepoints, and Milepoint Equations

The majority of highway milepoints represent "normal" miles. However, the following situations require special handling

Negative milepoints, also known as 'X' milepoints, typically occur at the beginning of a highway. They identify a length of roadway that has been extended from the beginning milepoint of a highway, away from the direction the "normal" miles increase. In the data entry system, enter a negative symbol as the first character of the Milepoint field, followed by the actual number given. For example, -245 or -00245 will display as -2.45.

Overlapping milepoints, also known as 'Z' milepoints, may occur anywhere along a stretch of highway. They identify a new length of roadway inserted within an already existing milepointed section of road. This occurs when the road is lengthened, other than at the end of the highway, and additional mileage has been added. Enter the milepoint given, and code a 'Z' in the Mileage Type field.

Milepoint equations occur when the existing roadway has been shortened other than at the end of the highway, such as when a curve is straightened due to construction. Refer to training materials for instruction on coding milepoint equations.

Milepoints are found in several references, including straightline charts, automated milepoint logs (AML), system set-up books and county road milepoint logs.

Note to Crash Data Technicians: Straightline charts are helpful for determining crash locations, but are not to be used as the source for the milepoint code. Straightline charts are no longer maintained or updated, and are therefore not a reliable resource for these codes. Use the AML or System Set-up book instead.

NOTE: The following counties do not milepoint their roads and are coded like city streets.

Deschutes
Multnomah
Washington

General Validations:

Undergoing Revision

POSTED SPEED

Format: 2 char **Position(s)**: 156-157

Code	Description
Blank	Not Reported. Information is not available on posted speed.
00	No statutory limit (i.e. private road open to public, such as logging, etc.)
05-65	Actual Posted Speed
99	Unknown (as stated on PAR)

Instructions:

Posted Speed is a two-digit code that represents the actual posted speed for the roadway on which the crash occurred.

This field is only coded when information regarding posted speed is readily available from the PAR. For all other situations, leave the field blank.

Enter code 99 only when the PAR specifically indicates that the posted speed for the area crash location is unknown.

General Validations:

Undergoing Revision

CHARACTER OF ROAD

Format: 1 char **Position(s)**: 158

Code	Description
1	Street/road or highway intersection.
2	Driveway or alley access.
3	Straight roadway.
4	Transition (change in number of lanes).
5	Curve (horizontal curve).
6	Open access or turnout.
7	Grade (vertical curve).
8	Bridge structure (overpass and underpass included).
9	Tunnel.
0	Unknown.

Instructions:

Character of road is a one-digit code that refers to the alignment (i.e., straight, curved), profile (i.e., level, grade), or other distinctive feature characterizing the roadway at the crash location.

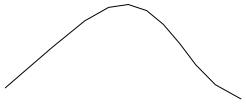
There are situations at crash sites that may involve more than one character. This generally occurs when a driveway is located on a curve or hill, or a bridge is at a curve etc. When a crash involves a movement into or out of a driveway, the driveway is the character that must be coded. If a crash occurs on or under a bridge structure, it is important to capture that character of the road. When a crash location is on a vertical grade with a curve, the grade (hill) should be coded. Each crash is different but must be coded as consistently as possible.

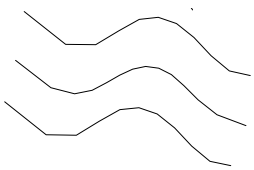
Complicated intersections and interchanges often contain curves, bridges, etc., which strictly speaking are not intersections. If any crash of a non-intersectional nature should occur on a curve, bridge etc., within these areas, the character of road must be coded as a curve, bridge, etc.

Intersectional crash – a crash which occurs within the limits of the intersection of two or more roads; or, crashes which occur outside these limits but are a direct result from some maneuver at or because of the intersection.

Examples:

Straight Road ***Vertical Curve (Hill)*** ***Horizontal Curve***



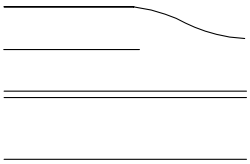


Undergoing Revision

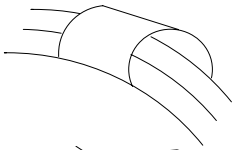
Examples (continued):

Intersection

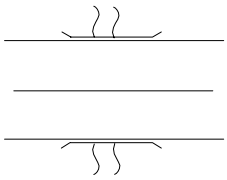
Lane Transition



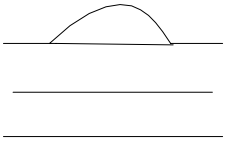
Tunnel



Bridge Structure



Open Access (Turnout)



Driveway

General Validations:

Undergoing Revision

OFF ROADWAY

Format: 1 char **Position(s)**: 159

Code	Description
0	No
1	Yes

Instructions:

Off Roadway is a yes / no field that indicates where the crash occurred in relation to the roadway. This field should be coded according to the location of the first harmful event. Crashes are considered off roadway if the first harmful event occurs outside the travel portion of the roadway (i.e. shoulder, roadside, etc.)

Roadway is the part of a traffic way designed, improved, and ordinarily used for vehicular travel. The boundary lines are the lateral limits of the traffic lanes. Parking lanes and shoulders are not part of the roadway. A parking lane ceases to exist and is considered a traffic lane when parking along a street is prohibited continuously, or during hours the parking lane is required to be clear for traffic.

Code 0 is used when the first harmful event of the crash occurred on roadway. When a vehicle overturns on the roadway first and continues its path off-road, the crash is not considered to have occurred off roadway. Over-crossing structures are on roadway if struck while traveling directly under them on the traffic lane.

Code 1 is used when the first harmful even of the crash occurred off roadway. Crashes occurring on median barriers in the middle of a solid roadbed are coded as off-roadway. Median barriers in the middle of a divided roadbed, (earth, grass or shrubs in between) are coded off-roadway.

If Crash Type is 8 – Fixed Object and Collision Type is 9 – Fixed Object, then the crash MUST be coded as Off Road, with the exception of when the following event codes are used:

049 – Bridge girder (horizontal structure overhead)
063 – Tree branch or other vegetation overhead, etc.
064 – Wire or cable across or over the road
067 – Slides, rocks off or on road, falling rocks

All other event codes must be off roadway.

General Validations:

Undergoing Revision

INTERSECTION TYPE

Format: 1 char **Position(s)**: 160

Code	Description
Blank	Not intersectional
0	Unknown intersection type
1	Cross
2	2-legged
3	3-legged
4	4-legged
5	5-legged
6	6-legged
7	7-legged
8	8-legged
9	9-legged

Instructions:

Intersection Type is a one-digit code indicating the way in which two or more roads meet at a junction. This field is only coded for crashes that meet the definition of "intersectional", below; for all other crashes, leave this field blank.

Intersectional crash – a crash which occurs within the limits of the intersection of two or more roads; or, crashes which occur outside these limits but are a direct result from some maneuver at or because of the intersection.

Code 4 is used when the cross-streets of a 4-legged intersection are off-set by 50 feet or less.

General Validations:

Undergoing Revision

INTERSECTION-RELATED

Format: 1 char **Position(s)**: 161

Code	Description
0	No
1	Yes

Instructions:

Intersection Related is a yes / no field that indicates if a "non-intersectional" crash is related to the movement or control of traffic through a nearby intersection. "Intersectional" crashes are therefore not considered "intersection-related" for the purposes of coding this field.

Code 0 is used for intersectional crashes, and for non-intersectional crashes that are ***not*** related to the movement or control of traffic through a nearby intersection.

Code 1 is used for crashes that occur outside the limits of an intersection that are indirectly related to a maneuver or circumstance at a nearby intersection.

Examples:

1. A rear end crash that involved the first vehicle stopped at an intersection, the crash would be coded as intersectional in the character of road field.

2. A rear end crash that involves the second and third vehicles, but not the first vehicle, the crash would be coded as intersection–related in this field. (Example 2 applies to any vehicle(s) stopped / slowing for a traffic control device or something going on at an intersection, not just vehicles two and three).

General Validations:

Undergoing Revision

ROUNDABOUT

Format: 1 char **Position(s)**: 162

Code	Description
0	No
1	Yes

Instructions:

Roundabout is a yes / no field that indicates whether or not a crash involved a roundabout.

Roundabout – a circular intersection with yield control for all entering traffic and channelized approaches.

Traffic Circle – a circular intersection with channelized approaches, but that does not mandate a yield control for all entering traffic.

Code 0 is used when the crash did not occur at a traffic circle/roundabout (default).

Code 1 is used when the crash occurred at a traffic circle/roundabout.

General Validations:

Undergoing Revision

DRIVEWAY-RELATED

Format: 1 char **Position(s)**: 163

Code	Description
0	No
1	Yes

Instructions:

Driveway Related is a yes / no field that indicates if a crash is related to a driveway or alley access.

Code 0 is used when the crash is not related to a driveway or alley access, even if a driveway or alley access exists at the crash location.

Code 1 is used when the crash is related to a driveway or alley access, or to an event occurring at a driveway or alley access.

General Validations:

Undergoing Revision

NUMBER OF LANES

Format: 2 numeric **Position(s)**: 164-165

Code	Description
Blank	Crash occurred inside intersection.
01-98	Number of all travel lanes, both directions added
99	Unknown number of lanes

Instructions:

Number of Lanes is a two-digit code that represents the total number of travel lanes for the involved roadway.
Code all the travel lanes for both directions of travel, even if the crash occurred on a divided highway. (This is a change from coding procedures prior to 2003.)

Continuous left turn lanes are not included in the count of travel lanes, unless the crash involved the continuous left turn lane.

General Validations:

Undergoing Revision

NUMBER OF TURNING LEGS

Format: 2 numeric **Position(s)**: 166-167

Code	Description
Blank	Non-intersectional crash
00	No turning legs at intersection
01-98	Actual number of turning legs at intersection
99	Unknown number of turning legs

Instructions:

Number of Turning Legs is a two-digit code that indicates the number of turning legs at an intersection where a crash occurs. Turn lanes are not coded in this field.

Turning Leg (configuration recognized in crash coding) is a travel lane for channelizing traffic at right-angles most commonly found at an intersection. (Not to be mistaken for a right turn lane.) A common form of turning leg is noted by a triangular shaped island, raised curb, or painted, that separates right-turning traffic from through traffic at an intersection.

General Validations:

Undergoing Revision

MEDIAN TYPE

Format: 1 char **Position(s)**: 168

Code	Description
Blank	Crash occurred inside intersection
0	No physical barrier between opposing traffic on single road bed.
1	Raised median or barrier
2	Earth, grass or divided median separating opposing traffic on two road beds

Instructions:

Median Type is a one-digit code that indicates the type of median present along a roadway where a crash occurred.

Code 0 is used for continuous left turn lanes and paved medians.

Code 1 is used for metal guard rails, concrete barriers, or curbing separating opposing directions of traffic on one roadbed.

When coding Vehicle Level Action Code 029 or 033, use the Digital Video Log (DVL) to verify the correct median type has been coded.

General Validations:

Undergoing Revision

LOCATION OF IMPACT

Format: 2 char **Position(s)**: 169-170

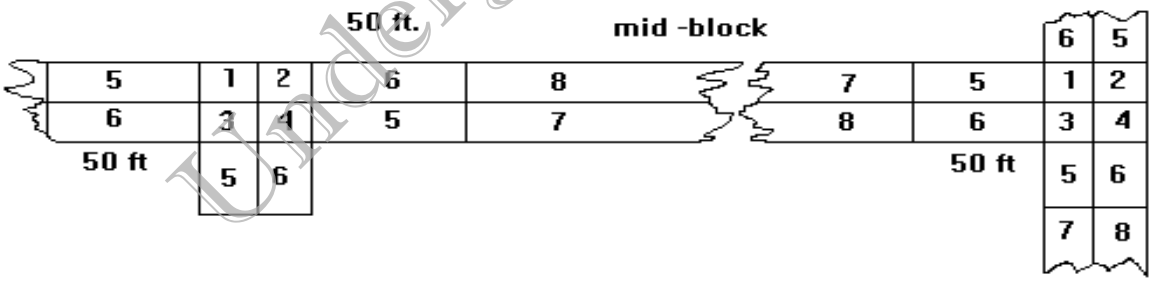
Intersectional Crashes

Code	Description
00	North or East quadrant of turning leg
01 – 04	Quadrant representing the center of the intersection (see diagram)
05 – 06	Quadrant on approach or exit and within 50 feet of intersection
09	South or West quadrant of turning leg

Non-Intersectional Crashes:

City Streets

Code	Description
00	Crash location unknown
05 – 06	Quadrant within 50 feet of intersection
07 – 08	Quadrant 51 feet to mid-block location (positions 07 and 08 are reversed at mid-block to reference from the next nearest intersecting roadway)



County Roads

Code	Description
00	Unknown
01	Same direction – beyond shoulder
02	Same direction – shoulder
03	Intended direction of travel of “striking vehicle” (one or more lanes)
04	Centerline or center turn lane
05	Opposing direction – traffic lane(s)
06	Opposing direction – shoulder
07	Opposing direction – beyond shoulder

Undergoing Revision

Highway System

Code	Description
00 - 14	Varies according to median and number of lanes (see examples)

Instructions:

Location of Impact is a two-digit code that describes where the first harmful event occurred in relation to the roadway. This field is coded differently depending on the jurisdiction and character of road at the crash location, with the exception of intersectional crashes.

Intersectional crashes are coded the same way regardless of jurisdiction. Quadrants 01, 02, 03 and 04 always represent crash locations within the center of the intersection. Quadrants 01 and 02 are always in the northern most direction of the intersection.

City Streets

City streets are divided into quadrants. In addition to quadrants 01, 02, 03 and 04, quadrants 05 and 06 may also be coded intersectional when appropriate.

A crash on a city street that is not intersectional would be coded to quadrant 05, 06, 07 or 08. Code 00 is used if the crash location is unknown. Location 06 is the first quadrant on the right at the intersection curb line. Location 05 is the first quadrant on the left at the intersection curb line. Both these quadrants extend back 50 feet. The next quadrant on the right is 08. The next quadrant on the left is 07. These quadrants extend to the middle of the city street block. At the middle of the block, they are reversed to reference from the next intersecting roadway.

County Roads

All non-intersectional county road crashes are coded with a lane-numbering method ascertained in reference to the travel lane of the striking vehicle. The term "striking vehicle" refers to the vehicle that initially impacted another vehicle, object or pedestrian; though it is not necessarily the vehicle that was in error.

Always code the striking vehicle first. The lane of travel for the striking vehicle is 03. All other lane numbers ascend from that lane. Accordingly, the off-road location on the striking vehicles' side of the roadway is 01, the shoulder of the road is 02, the centerline is 04 and the opposing lane is 05. The shoulder on the opposing lanes' side is 06 and the off-road location is 07.

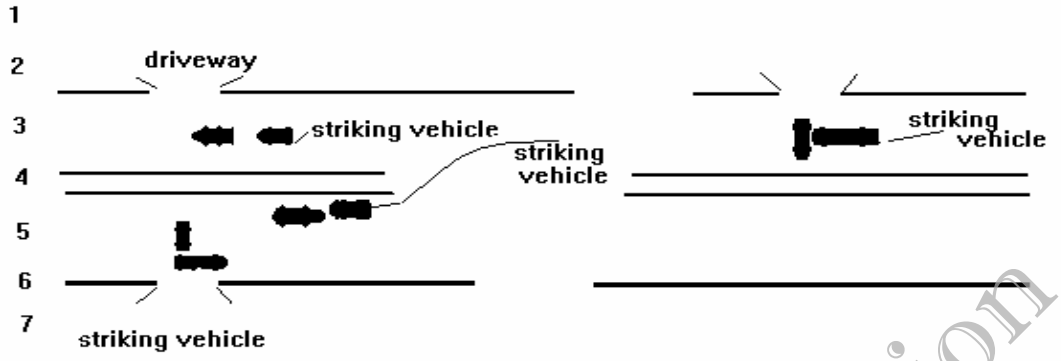
For county roads, the Location of Impact field does not attempt to identify the actual lane in which the impact occurred, but only the side of the road on which the impact occurred, and whether the striking vehicle was outside of its' normal lane of travel at the time of the crash.

The following illustrations are presented for clarification on how to code Location of Impact for crashes on county roads.

Undergoing Revision

Ex. 1: Turning Into driveway, or U-turns Striker is driving in his "intended direction of travel lane" prior to turning into a driveway or making a U-turn.

Ex. 2: Turning out of driveway Striker leaves driveway from the location of impact code area 1. See the following examples.



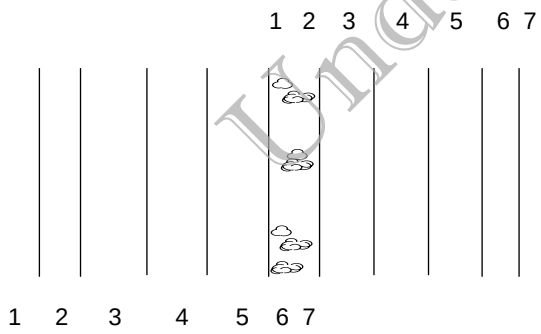
Highway System

All highway system crashes are located by milepoint. Location of Impact is coded based on the Median Type, Number of Lanes, and the direction in which the highway milepoints increase. The variety of lane and median type combinations preclude more in-depth instructions for this field. However, examples are provided below for clarification.

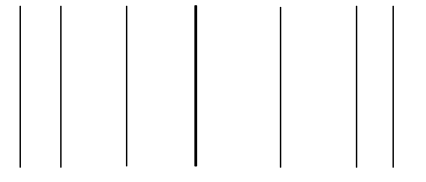
Code 01 indicates that the crash occurred off roadway, in the direction of the increasing milepoints. The codes ascend according to the number of lanes and median type.

The following examples represent impact locations for highways with milepoints that increase to the south.

Ex. 1: Median Type = 2; Lanes = 06



Ex. 2: Median Type = 0; Lanes = 04



General Validations:

Undergoing Revision

CRASH TYPE

Format: 1 char **Position(s)**: 171

Collision with Motor Vehicle in Transport

Code	Description
A	Entering at angle – one vehicle stopped
B	Entering at angle – all others
C	From same direction – both going straight
D	From same direction – one turn, one straight
E	From same direction – one stopped
F	From same direction – all others
G	From opposite direction – both going straight
H	From opposite direction – one left turn, one straight
I	From opposite direction – one stopped
J	From opposite direction – all others

Other Crash Type

Code	Description
1	Motor vehicle on other roadway
2	Parked motor vehicle
3*	Pedestrian
4	Railway train
6	Pedalcyclist
7	Animal
8*	Fixed object
9	Other object
&	Overturned
0	Other non-collision

Undergoing Revision

Instructions:
Crash Type is a one-character alphanumeric field. This field records the overall first harmful event.

If Crash Type is 8 – Fixed Object and Collision Type is 9 – Fixed Object, then the crash MUST be coded as Off Road, with the exception of when the following event codes are used:

049 – Bridge girder (horizontal structure overhead)
063 – Tree branch or other vegetation overhead, etc.
064 – Wire or cable across or over the road
067 – Slides, rocks off or on road, falling rocks

All other event codes must be off roadway.

If the first harmful event in a crash is that a pedestrian was struck, it is considered a Pedestrian Crash. Crash type must be 3 – Pedestrian, and Collision Type must be 0 – Pedestrian. This rule does not apply to “Sub-Ped” crashes.

General Validations:

COLLISION TYPE

Format: 1 char **Position(s)**: 172

Code	Description
1	Angle
2	Head-On
3	Rear-End
4	Sideswipe-meeting
5	Sideswipe-overtaking
6	Turning Movement
7	Parking Maneuver
8	Non-collision
9*	Fixed-Object or Other-Object
0*	Pedestrian
-	Backing
&	Miscellaneous

Undergoing Revision

Instructions:

Collision Type is a one-character alphanumeric code that represents the physical relationship of the vehicle(s) at the time of collision based on their intended path of travel. Therefore, any attempted maneuver to avoid collision is not relevant to the coding of this field.

Angle Collision – An angle collision results when vehicles collide while traveling on crossing paths. An angle collision involves one vehicle ON a roadway (i.e. North to south) and another vehicle from another roadway, open access or driveway. (i.e. East to West). In other words, a cross-movement on one street must be attempted by a vehicle traveling on the intersecting street in order for the type to be classed as angle.

Backing Collision – A backing collision results when a vehicle is backing in a traffic lane and strikes another vehicle also in a traffic lane. This type will not include backing during a parking maneuver.

Fixed Object or Other Object Collision – A fixed or other object collision results when one vehicle strikes a fixed or other object on the roadway or off roadway. An event code should be coded describing what was hit.

If Crash Type is 8 – Fixed Object and Collision Type is 9 – Fixed Object, then the crash MUST be coded as Off Road, with the exception of when the following event codes are used:

049 – Bridge girder (horizontal structure overhead)
063 – Tree branch or other vegetation overhead, etc.
064 – Wire or cable across or over the road
067 – Slides, rocks off or on road, falling rocks

All other event codes must be off roadway.

Head-On Collision – The head-on type of collision results when the drivers of two vehicles traveling in opposite directions on parallel paths attempt to occupy the same position at the same time and find

their forward movement impeded. It is not necessary for the vehicles to collide head-on; that is, for each to be struck perpendicularly to the front of the car. It is the alteration of the intended path of travel that defines the type of collision. To conform with the definition, any attempted maneuver to avoid the collision is inconsequential to the complete crash.

Miscellaneous Collision – Miscellaneous collisions include all animal crashes except animals drawing vehicles, and all crashes not classifiable under the above types. Typical crashes include – hitting a wild or domestic animal, lost load, or drive shaft fell from vehicle.

Non-collision – A non-collision crash is one in which only one vehicle is involved and is not classifiable as another collision; i.e. rollover, etc.

Parking Maneuver Collision – A parking maneuver collision results when a vehicle in the act of entering or leaving a parked position is involved in a collision. A parking maneuver continues until the vehicle has completely cleared the parked position and is moving in the traffic lane. The reverse is true for a vehicle entering a parked position.

Pedestrian Collision – A pedestrian collision results when the first harmful event is any impact between a motor vehicle in traffic and a pedestrian. Does not include any crash where a pedestrian is injured after the initial vehicle impact. In this case, the first harmful event would be the collision type (i.e. rear-end collision) with the pedestrian being coded as a supplemental event to the crash.

If the first harmful event in a crash is that a pedestrian was struck, it is considered a Pedestrian Crash. Crash type must be 3 – Pedestrian, and Collision Type must be 0 – Pedestrian. This rule does not apply to “Sub-Ped” crashes.

Rear-End Collision – A rear end collision results when a vehicle traveling in the same direction or parallel on the same path as another vehicle, collides with the rear end or a second vehicle. In this type, the direction of travel was parallel but continuous.

Sideswipe-meeting Collision – A sideswipe meeting collision results when vehicles traveling in opposite directions on parallel paths collide. The side of at least one of the vehicles must be involved.

Sideswipe-overtaking Collision – A sideswipe overtaking collision results when vehicles traveling in the same direction on parallel paths collide. The side of at least one of the vehicles must be involved.

Turning movement Collision – A turning movement collision results when one or more vehicles in the act of a turning maneuver is involved in a collision with another vehicle.

Undergoing Revision

General Validations:

CRASH SEVERITY

Format: 1 char **Position(s)**: 173

Code	Description
2	Fatal crash
4	Non-fatal injury crash
5	Property damage only crash (PDO)

Instructions:

The crash severity code is a one-digit code that indicates the severest injury that occurred in the crash. If there were two injuries and one fatality, the crash would be coded as a fatal crash.

Fatal crash is a motor vehicle crash that results in fatal injuries to one or more persons.

Non-fatal injury crash is a motor vehicle crash that results in any injury, but not resulting in death.

Property damage crash (PDO) is a motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, other road vehicle, or to other property, including injury to domestic animals.

General Validations:

Undergoing Revision

WEATHER CONDITION

Format: 1 char **Position(s)**: 174

Code	Description
0	Unknown
1	Clear
2	Cloudy
3	Rain
4	Sleet
5	Fog
6	Snow
7	Dust
8	Smoke
9	Ash

Instructions:

Weather Condition is a one-digit code that represents the atmospheric conditions at the time of the crash.

General Validations:

Undergoing Revision

ROAD SURFACE CONDITION

Format: 1 char **Position(s)**: 175

Code	Description
0	Unknown
1	Dry
2	Wet
3	Snow
4	Ice

Instructions:

Road Surface Condition is a one-digit code that represents the condition of the road surface at the time of the crash.

General Validations:

Undergoing Revision

LIGHT CONDITION

Format: 1 char **Position(s)**: 176

Code	Description
0	Unknown
1	Daylight
2	Darkness – with street lights
3	Darkness – no street lights
4	Dawn (Twilight)
5	Dusk (Twilight)

Instructions:

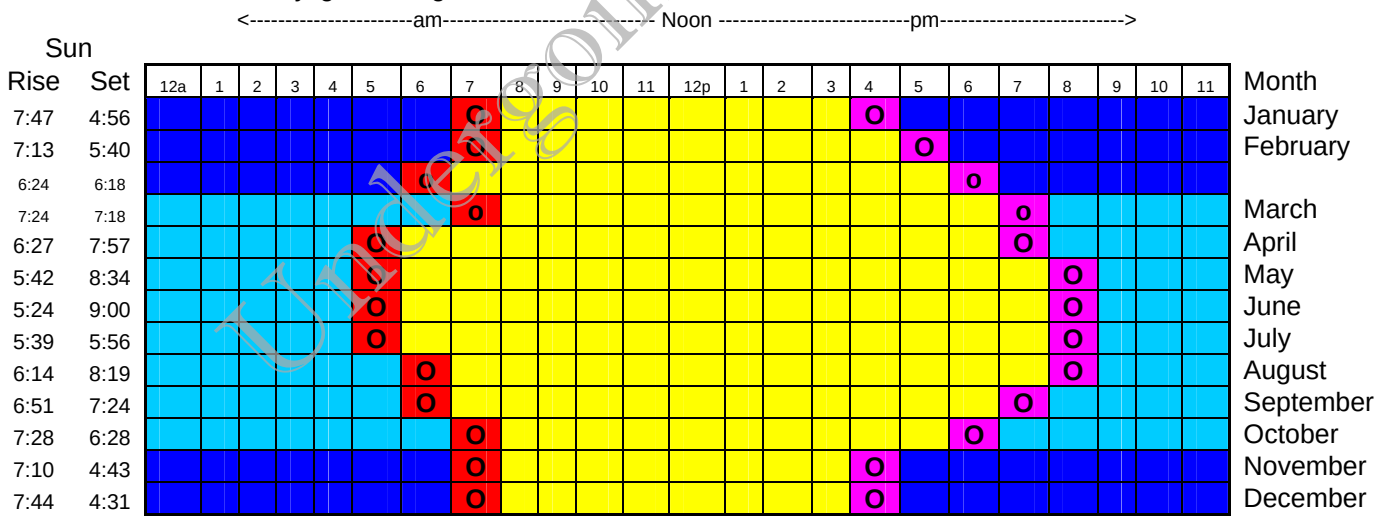
Light Condition is a one-digit code that represents the amount of light available at the time of the crash.

Do not use code 0 – Unknown, unless the crash hour is also unknown. If light conditions are not stated on the driver report or PAR, refer to the chart below to determine the most appropriate code.

Undergoing Revision

Crash Time - Light^

Pacific Standard and Daylight Saving Times



^ The codes for light conditions, date and time should be compatible with each other.

= Daylight Saving Time
= The hour is coded as Dawn
= The hour is coded as Dusk

Note: Daylight Saving Time rules have CHANGED beginning in the year 2007.

Starting in 2007, Daylight Saving Time (DST) begins each year at 2:00 a.m. (local time) on the second Sunday in March.
Standard Time begins each year at 2:00 a.m. (local time) on the first Sunday of November. Move your clocks back one hour at the resumption of Standard Time.

The current Daylight Saving Time rules represent a change from the past. On August 8, 2005, President Bush signed the Energy Policy Act of 2005, which included the changes in Daylight Saving Time described above, effective in 2007. Prior to 2007, DST began at 2:00 a.m. (local time) on the first Sunday in April, and ended at 2:00 a.m. (local time) on the last Sunday in October. The new rules for DST beginning in 2007 mean an extra four or five weeks of DST each year. There will now be a total of 238 days of DST, compared to a total of 210 days of DST in 2006 under the previous rules, and the U. S. will remain on DST for about 65% of the year. (Quoted from the National Standards of Institute and Technologies web site at http://tf.nist.gov/general/history.htm)

General Validations:

TRAFFIC CONTROL DEVICE

Format: 3 char **Position(s)**: 177-179

Code	Description
000	No control (as state on Police Report)
001	Traffic signals
002	Flashing beacon – Red (stop)
003	Flashing beacon – Amber (slow)
004	Stop sign
005	Slow sign
006	Regulatory sign
007	**Yield sign (2006)**
008	**Warning sign (2006)**
009	**Curve sign (2006)**
010	School crossing sign or Special signal
011	Police officer, flagman, school patrol
012	Bridge gate – barrier
013	Temporary barrier
014	No passing zone
015	One way street
016	Channelization
017	Median barrier
018	Pilot car
019	Special pedestrian signal
020	Crossbuck
021	Through green arrow or signal
022	Left turn green arrow, lane markings or signal
023	Right turn green arrow, lane markings or signal
024	Wigwag or flashing lights without drop-arm gate
025	Crossbuck and advance warning
026	Flashing lights with drop-arm gates
027	Supplemental overhead signal (RR x-ing only)
028	Special rail road stop sign
029	Illuminated grade crossing
037	Metered ramps
038	**Rumble Strip (2006)**
090	Left turn refuge (when refuge is involved)
091	Right turn at all times sign, lane markings, or signal
092	Emergency signs or flares
093	Acceleration or deceleration lanes
094	Right turn prohibited on red after stopping
095	Bus stop sign and red lights
099	Unknown or not defined

Instructions:

Undergoing Revision

Traffic Control Device (TCD) is a three-digit code that indicates the type of control present at the crash location. More than one TCD may be present at the time of the crash. Code the TCD that is most pertinent to the crash. (For example, a flagger controlling traffic at an intersection takes precedence over a stop sign).

For examples of signs, see 'Section 2 - Highway Signs, Signals, and Markings' color copies passed out to each coder. (Additional copies available through DMV website at http://www.oregon.gov/ODOT/DMV/driverid/driver_manuals.shtml).

Undergoing Revision

TRAFFIC CONTROL DEVICE FUNCTIONAL

Format: 1 char **Position(s)**: 180

Code	Description
0	No
1	Yes

Instructions:

Traffic Control Device Functional is a yes / no field that indicates if the traffic control device was functional at the time of the crash.

Code 0 is used when the TCD is present and not functioning.

Code 1 is the default code. It is used when the TCD is present and functioning or no TCD is present.

General Validations:

Undergoing Revision

INVESTIGATING AGENCY

Format: 1 char **Position(s)**: 181

Code	Description
0	Crash was not investigated by police.
1	State Police - Report has been received.
2	County Police - Report has been received.
3	City Police - Report has been received.
4	Unknown - Report has been received.
5	On Scene - Report has not been received. (Rev. 4/1/97)
6	Tribal Police (Rev. 4/2/90)
7	Other Police (includes safety and security officers). (Rev. 4/2/90)

Instructions:

Investigating Agency is a one-digit code that indicates if law enforcement was present at the scene and which agency reported the crash.

General Validations:

Undergoing Revision

CRASH LEVEL EVENTS

Format: 3 char, 3 char, 3 char **Position(s)**: 182-190

Code	Description
Blank	None applicable at this level
001	Occupant fell jumped, was ejected from moving vehicle
002	Passenger interfered with driver
003	Animal or insect in vehicle interfered with driver
004	Pedestrian involved (non-pedestrian crash)
005	"Sub-Ped": ped injured subsequent to collision, etc.
006	Tricycle-bicycle involved
007	Hitchhiker (soliciting a ride)
008	Passenger being towed or pushed on conveyance (description revised 05/27/04; retroactive)
009	Getting on or off stopped or parked vehicle (occupants only)
010	Overturned after first harmful event
011	Vehicle being pushed
012	Vehicle towed or had been towing another vehicle
013	Vehicle forced by impact into another vehicle, cyclist or pedestrian
014	Vehicle set in motion by non-driver (child released brakes, etc.)
015	At or on railroad right-of-way (not light-rail)
016	At or on light-rail right-of-way
017	Train struck vehicle
018	Vehicle struck train
019	Vehicle struck railroad car on roadway
020	Jackknife: trailer or towed vehicle struck towing vehicle
021	Trailer or towed vehicle overturned
022	Trailer connection broke
023	Detached trailing object struck other vehicle, non-motorist, or object (2004)
024	Vehicle door opened into adjacent traffic lane (2004)
025	Wheel came off
026	Hood flew up
028	Lost load, load moved or shifted (2004)
029	Tire failure
030	Pet: cat, dog and similar
031	Stock: cow, calf, bull, steer, sheep, etc.
032	Horse, mule, or donkey
033	Horse and rider
034	Wild animal, game (includes birds; not deer or elk)
035	Deer or elk, wapiti
036	Animal-drawn vehicle
037	Culvert, open low or high manhole
038*	Impact attenuator
039	Parking meter
040	Curb (also narrow sidewalks or bridges)
041*	Jiggle bars or traffic snake for channelization

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042 Leading edge of guardrail
043 Guard rail (not metal median barrier)
044 Median barrier (raised or metal)
045 Retaining wall or tunnel wall
046 Bridge railing (on bridge and approach)
047 Bridge abutment (approach ends)
048 Bridge pillar or column (even if struck protective guard rail first)
049 Bridge girder (horizontal structure overhead)
050 Traffic raised island
051* Gore
052 Pole – type unknown
053 Pole – power or telephone
054 Pole – Street light only
055 Pole – Traffic signal and ped signal only
056 Pole – Sign bridge
057 Stop or yield sign
058 Other sign, including street signs
059 Hydrant
060 Delineator or marker (reflector posts)
061 Mailbox
062 Tree, stump or shrubs
063 Tree branch or other vegetation overhead, etc.
064 Wire or cable across or over the road
065 Temporary sign or barricade in road, etc.
066 Permanent sign or barricade in/off road
067 Slides, rocks off or on road, falling rocks
068 Foreign obstruction / debris in road (not gravel)
069 Equipment working in/off road
070 Other equipment in or off road (including parked trailer, boat)
071 Wrecker, street sweeper, snow plow or sanding equipment
072 Rock, brick or other solid wall (2004)
073 Speed bump, other bump, pothole or pavement irregularity (Per PAR) (2004)
075 Bridge or road cave in
076 High water
077 Snow bank
078 Chuckhole in road, low or high shoulder at pavement edge
079 Cut slope or ditch embankment
080 Struck by rock or other object set in motion by other vehicle (including lost loads)
081 Struck by other moving or flying object
082 Vehicle obscured view
083 Vegetation obscured view
084 View obscured by fence, sign, phone booth, etc.
085 Wind gust
086 Vehicle immersed in body of water
087 Fire or Explosion
088 Fence or building, etc.
089 Crash related to another separate crash
090 Two-way traffic on divided roadway all routed to one side
092 Other (phantom) non-contact vehicle (on PAR or report)
093 Cell phone (on PAR or driver in use)

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094 Police report indicates teenage driver of this vehicle was in violation of graduated license program (2000)
095 Guy wire
096 Berm (earthen or gravel mound)
097 Gravel in roadway
098 Abrupt edge
099 Cell phone use witnessed by other participant
100 Unknown type of fixed object
101 Other or unknown object, not fixed (2003)
104 Passenger riding on vehicle exterior (2004)
105 Passenger riding on pedalcycle (retroactive)
106 Pedestrian in non-motorized wheelchair
107 Pedestrian in motorized wheelchair (retroactive)
110 Non-motorist struck vehicle
111 Street car / trolley (on rails and / or overhead wires) struck vehicle (2003)
112 Vehicle struck street car / trolley (on rails and / or overhead wires) (2003)
113 At or on street car / trolley right-of-way
114 Vehicle struck railroad equipment (not train) on tracks (2006)
120 Wire or cable median barrier (2006)
124 Sliding or swerving due to wet, icy, slippery or loose surface (2006)
125 Shoulder gave way

Instructions:

Crash Level Event is a field made up of up to three three-digit codes. An Event is an incident or situation *contributing to* or *involved in* the crash.

Crash level event codes generally represent occurrences of injury or damage to a person or property, but may also identify other circumstances related to the crash.

At the crash level, enter the events that relate to the crash as a whole, preferably in order of occurrence.

Crash level events may also be applicable to individual vehicles or participants.

Impact attenuator – You may see a plastic barrel filled with water referred to as a “water bumper” as an attenuation device. They are what is now referred to as “crash cushions”. Their intent is to divert and decelerate impacts of vehicles from striking more rigid objects, to reduce the crash severity of hitting other objects. Hence a kind of “crash cushion”. They are meant to prevent heavy impacts with guardrail ends or concrete median ends which do not move and cause much more severe damage to a vehicle.

Jiggle bar – This refers to a raised generally painted channelization barrier. i.e., (raised //////////) in the roadway that is intended to distinctly separate traffic without the construction of a solid traffic island or solid median barrier. They appear as a series or group of painted bumps placed in a line or v-formation, separating roadways hence channelizing traffic onto or away from another roadway.

Channelization – A method or several methods or devices in which traffic is deliberately directed or diverted to another roadway or lane.

Undergoing Revision

Gore – A gore is the area inside the triangular space that divides a ramp exit or entrance from the mainline roadway. Its purpose is to provide recovery room for a vehicle and it will also be where one would find an impact attenuating device.

General Validations:

Undergoing Revision

CRASH LEVEL CAUSES

Format: 2 char, 2 char, 2 char **Position(s)**: 191-196

Code	Description
01	Speed too fast for conditions (not exceeding limit)
02	Did not yield right-of-way
03	Passed stop sign or red flasher
04	Disregarded R-A-G traffic signal
05	Drove left of center on two-way road
06	Improper overtaking
07	Followed too closely
08	Made improper turn
~~09~~	~~Alcohol or drug involved~~ – (Terminated 2002)
10	Other improper driving
11	Mechanical defect
12	Other (not improper driving)
13	Improper change of traffic lanes (2004)
14	**Disregarded other traffic control device (2006)**
15	**Wrong way on one-way roadway (2006)**
16	**Driver drowsy / fatigued / sleepy (2006)**
18	**Non-Motorist illegally in roadway (2006)**
19	**Non-Motorist clothing not visible (2006)**
20	Vehicle improperly parked
21	Defective steering mechanism
22	Inadequate or no brakes
24	Vehicle lost load or load shifted
25	Tire failure
26	Phantom / non-contact vehicle
27	Inattention
30	**Driving in excess of posted speed (2006)**
31	**Speed Racing (Per PAR) (2006)**
32	**Careless Driving (Per PAR) (2006)**
33	**Reckless Driving (Per PAR) (2006)**
34*	**Aggressive Driving (Per PAR) (2006)**
35*	**Road Rage (Per PAR) (2006)**

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Instructions:

Crash Level Cause is made up of up to three sets of two-digit codes. Each crash is required to have at least one cause code at this level.

Crash level cause codes represent the circumstance (s) most responsible for the occurrence of the crash.

Crash level cause codes may also be applicable to individual vehicles or participants.

Aggressive Driving vs. Road Rage. There is a difference. Aggressive driving is a traffic offense; road rage is a criminal offense. (Cited per NHTSA web page http://www.nhtsa.dot.gov./people/injury/aggressive/Aggressive%20Web/sse_1.html)

Road Rage is defined as "an assault with a motor vehicle or other dangerous weapon by the operator or passenger(s) of another motor vehicle or an assault precipitated by an incident that occurred on a roadway." Road rage requires willful and wanton disregard for the safety of others. (Cited per NHTSA web page http://www.nhtsa.dot.gov./people/injury/aggressive/Aggressive%20Web/sse_1.html)

Code 35 should be used when collateral damage results from an act of road rage. This code would not be used when the collision fits the criteria for deliberate intent (defined in the appendix) ***When using codes 34 or 35, see code leader.***

General Validations:

Undergoing Revision

SCHOOL ZONE

Format: 1 char **Position(s)**: 197

Code	Description
Blank	Not reported
0	No
1	Yes
9	Unknown

Instructions:

School Zone is a one-digit code that indicates if the crash occurred in a designated school zone.

If no information is available on the existence of a designated school zone, leave this field blank.

Code 0 is used when information clearly indicates that the crash did not occur inside a designated school zone.

Code 1 is used when information clearly indicates that a crash occurred inside a school zone.

Code 9 is used when information indicates that a designated school zone exists near the area of the crash, but it is unknown if the crash occurred within the designated school zone boundaries.

General Validations:

Undergoing Revision

WORK ZONE

Format: 1 char **Position(s)**: 198

Code	Description
Blank	Not reported
0	No
1	Yes
9	Unknown

Instructions:

Work Zone is a one-digit code that indicates if the crash occurred in a work zone. Work zones include utility, maintenance, or construction areas.

If no information is available on the existence of a work zone, leave this field blank.

Code 0 is used when information clearly indicates that the crash did not occur inside a work zone.

Code 1 is used when information clearly indicates that a crash occurred inside a work zone.

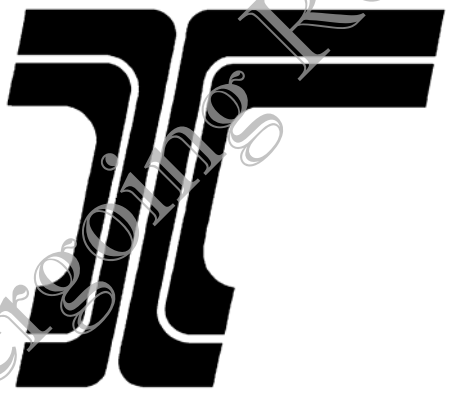
Code 9 is used when information indicates that a work zone exists near the area of the crash, but it is unknown if the crash occurred within the work zone boundaries.

General Validations:

Undergoing Revision

Section II

VEHICLE LEVEL



Undergoing Revision

Undergoing Revision

VEHICLE NUMBER

Format: 2 char **Position(s)**: 31-32

Code	Description
01-99	Assigned sequentially for each vehicle.

Instructions:

Vehicle Number is a two-digit numeric field. It is a sequential number assigned by the data entry system for each vehicle involved in the crash. The code is system-generated, but may be changed by the crash data technician to modify the entry order of the vehicles.

In general, the striking vehicle is the first vehicle entered into the system.

Do not generate a vehicle record for pedestrians, pedalcyclists, or other non-motorists.

General Validations:

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VEHICLE OWNERSHIP

Format: 1 char **Position(s)**: 212

Code	Description
1	Private
2	U.S. (federal) Government
3	Public(city, county, state)
4	Rental vehicle
5	Stolen vehicle
9	Unknown ownership

Instructions:

Vehicle Ownership is a one-digit code. Information is obtained from the driver report and / or PAR.

Code 1 includes vehicles privately owned motor vehicles, including corporate vehicles used for business purposes not otherwise described above.

Code 5 is used for stolen vehicles. This code takes precedence over all other ownership codes.

General Validations:

Undergoing Revision

SPECIAL USE

Format: 1 char **Position(s)**: 213

Code	Description
0	No special use
1	Police
2	Fire
3	Ambulance
4	Hearse
5	Taxi
6	Logging
7	Farm (“F” Plate)
8	Military
9	Unknown use

Instructions:

Special Use is a one-digit code indicating that the vehicle is being used for a purpose that may not be readily apparent from its design. They may or may not have special markings to indicate their usage type.

Police and Fire vehicles are always considered to be in special use, though they may not be in emergency use at the time of the crash.

General Validations:

Undergoing Revision

VEHICLE TYPE

Format: 2 char **Position(s)**: 214-215

Code	Description
01	Passenger car, pickup, van, light delivery, and custom van
02	Truck tractor with no trailers (bobtail)
03	Farm tractor or self-propelled farm equipment (not truck)
04	Truck tractor with trailer/mobile home in tow
05	Truck with non-detachable bed, panel, self-propelled crane, tow truck, fire truck, refuse packer, leach packer, log grappler
06	Moped, minibike, motor scooter (sitting), or motor bicycle
07	School bus (& van used to transport students)
08	Other bus (flexi-bus, articulated – code "trailer")
09	Motorcycle, dirt bike ~~**ATV w/o license**~~ **(2007)** (side car – code "trailer")
10	Other: forklift, backhoe, mailster, go cart, golf cart, lawnmower, snowplow, street cleaner, road grader, ice cream scooter, meter maid scooter
11	Motorhome
12	Motorized street car / trolley (no rails/wires) (2004)
13	ATV ~~**(licensed)**~~ **(2007)**
14	Motorized scooter (standing)
15	Snowmobile
99	Unknown vehicle type

Instructions:

Vehicle Type is a two-digit code that indicates the general type of vehicle involved in a crash.

Code 8 is to identify flexi-busses or articulated busses (busses that bend). Enter the appropriate value in the number of trailers field.

Code 9 is used for motorcycles and dirt bikes~~**, and ATV's w/p license**~~ **(2007)**. To identify side cars and trailers, enter the appropriate value in the number of trailers field.

General Validations:

Undergoing Revision

EMERGENCY USE

Format: 1 char **Position(s)**: 216

Code	Description
0	No
1	Yes

Instructions:

Emergency Use is a yes/no field that indicates if the vehicle was in use as an emergency vehicle at the time of the crash. This code may be applied to any type of vehicle.

Code 0 is used for vehicles that are not being used in an emergency. This includes police, fire, and ambulance vehicles not running with lights or sirens.

Code 1 is used for any vehicles that are being used in an emergency. This includes police, fire, and ambulance vehicles running with lights and / or sirens.

General Validations:

Undergoing Revision

NUMBER OF TRAILERS

Format: 1 numeric **Position(s)**: 217

Code	Description
0	No trailers attached
1	One trailing unit
2	Two trailing units
3	Three or more trailing units
8	Trailing, but number of units unknown
9	Unknown

Instructions:

Number of Trailers is a one-digit code that indicates how many trailers were attached to a vehicle, and if so, how many.

Code 0 is used when it is known that there are no trailers attached or that no information is given indicating the presence of trailers for this vehicle (use this code as a default).

Code 9 is used when conflicting information exists regarding trailing units for this vehicle.

General Validations:

Undergoing Revision

VEHICLE MOVEMENT

Format: 1 char **Position(s)**: 218

Code	Description
0	Unknown
1	Straight ahead
2	Turning right
3	Turning left
4	Making a U-turn
5	Backing
6*	Stopped in traffic
7*	Parked - properly
8	Parked - improperly
9	Parking maneuver

Instructions:

Vehicle Movement is a one-digit code that represents the intended movement of the vehicle.

If Vehicle Movement is 6 – Stopped in traffic, then Vehicle Action **must** be one of the following:

- 011 – Stopped in traffic not waiting to make a left turn
- 012 – Stopped because of left turn signal; waiting etc.
- 013 – Stopped while executing a turn
- 022 – Struck, or was struck by, vehicle, pedalcyclist, or pedestrian in prior collision before crash stabilized
- 023 – Vehicle stalled

Vehicle Action **must not** be 021 – Car ran away – no driver

If Vehicle movement is 7 – Parked properly, then Participant Type for ALL occupants of that vehicle MUST be coded as 8 – Occupant of a parked motor vehicle.

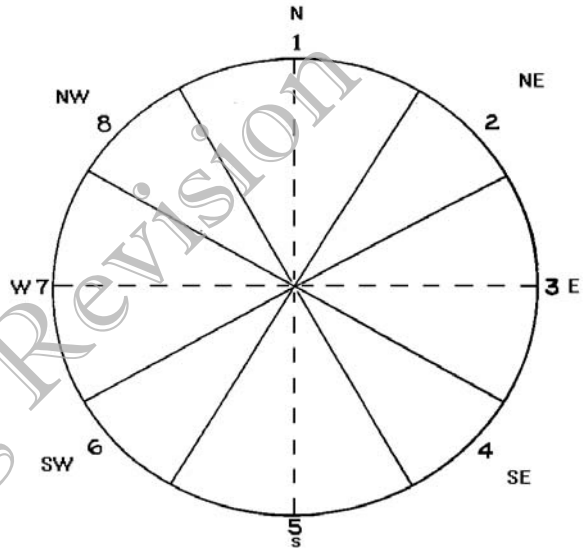
General Validations:

Undergoing Revision

DIRECTION OF TRAVEL FROM / TO

Format: 1 char, 1 char **Position(s)**: 219-220

Code	Description
0	Unknown.
1	North
2	Northeast
3	East
4	Southeast
5	South
6	Southwest
7	West
8	Northwest
9	Center of the Intersection



Undergoing Revision

Instructions:

Direction of Travel contains two one-digit codes which indicate the vehicles intended direction of travel. The first field indicates the direction from which the vehicle came. The second field indicates the direction in which the vehicle was heading. When coding county road crashes, code only directions N, S, E, and W.

The street numbers and the direction the streets run can be found set up by intersection in the Set-up Books. The "direction of travel" for city streets may be 1 through 8. The directions set up in the street intersection setup books are what should be coded. If the directions or any other information in the book is incorrect, the crash data technician should correct the record using the set-up procedure. Instructions on the set-up procedure will be found in the appendix.

General Validations:

VEHICLE LEVEL ACTION

Format: 3 char **Position(s)**: 221-223

Code	Description
000	No action or non-warranted
001	Skidded
003	Overhanging load struck another vehicle, etc.
006	Slowed down
007	Avoiding maneuver
008	Parallel parking or parked
009	Angle parking or parked
011*	Stopped in traffic not waiting to make a left turn
012*	Stopped because of left turn signal or waiting, etc.
013*	Stopped while executing a turn
015	Proceeded after stopping for a stop sign / flashing red
016	Turned on red after stopping
018	Entering street or highway from alley or driveway
019	Entering alley or driveway from street or highway
020	Before entering roadway, struck pedestrian, etc. on sidewalk or shoulder
021*	Car ran away – no driver
022*	Struck, or was struck by, vehicle or pedestrian in prior collision before the crash stabilized
023*	Vehicle stalled
029*	Vehicle crossed, plunged over, or through median barrier
031	Passing situation
032	Vehicle parked beyond curb or shoulder
033*	Vehicle crossed earth or grass median
051	Entering / starting in traffic lane from off-road (2004)
088	Other action

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Instructions:

Vehicle Action is a three-digit code that reflect the driver's handling of the vehicle prior to the first harmful event, or in the absence of a driver, actions that occurred in relation to this vehicle. This field is not coded based on violations of law or driver error.

If Vehicle Movement is 6 – Stopped in traffic, then Vehicle Action **must** be one of the following:

- 011 – Stopped in traffic not waiting to make a left turn
- 012 – Stopped because of left turn signal; waiting etc.
- 013 – Stopped while executing a turn
- 022 – Struck, or was struck by, vehicle, pedalcyclist, or pedestrian in prior collision before crash stabilized

- 023 – Vehicle stalled

When coding Vehicle Level Action Code 021 – Car ran away – no driver, Vehicle Movement **must not** be 6 – Stopped in traffic.

When coding Vehicle Level Action Code 029 or 033, use the Digital Video Log (DVL) to verify the correct median type has been coded.

General Validations:

Undergoing Revision

VEHICLE LEVEL CAUSES

Format: 2 char, 2 char, 2 char **Position(s)**: 224-229

Code	Description
00*	No cause associated at this level
11	Mechanical defect
20	Vehicle improperly parked
21	Defective steering mechanism
22	Inadequate or no brakes
24	Vehicle lost load, load moved or shifted
25	Tire failure
26	Phantom / non-contact vehicle

Instructions:

Vehicle Level Cause is made up of up to three sets of two-digit codes.

At the vehicle level, the cause code indicates circumstances related to this vehicle that contributes to the crash.

Vehicle level cause codes may also be applicable at the crash level.

Code 00 is used if no cause code is applicable to this vehicle.

General Validations:

Undergoing Revision

VEHICLE LEVEL EVENTS

Format: 3 char, 3 char, 3 char **Position(s)**: 230-238

Code	Description
Blank	Not applicable at this level
004	Pedestrian involved (non-pedestrian crash)
006	Tricycle – bicycle involved
007	Hitchhiker (soliciting a ride)
008	Passenger being towed or pushed on conveyance
010	Overturned after first harmful event
011	Vehicle being pushed
012	Vehicle towed or had been towing another vehicle
013	Vehicle forced by impact into other vehicle, cyclist or pedestrian
014	Vehicle set in motion by non-driver (child released brakes, etc.)
017	Train struck vehicle
018	Vehicle struck train
019	Vehicle struck railroad car on roadway
020	Jackknife; trailer or towed vehicle struck towing vehicle
021	Trailer or towed vehicle overturned
022	Trailer connection broke
023	Detached trailing object struck other vehicle, non-motorist, or object (2004)
024	Vehicle door opened into adjacent lane (2004)
025	Wheel came off
026	Hood flew up
028	Lost load, load moved or shifted
029	Tire failure
030	Pet: cat, dog and similar
031	Stock: cow, calf, bull, steer, sheep, etc.
032	Horse, mule, or donkey
033	Horse and rider
034	Wild animal, game (includes birds; not deer or elk)
035	Deer or elk, wapiti
036	Animal-drawn vehicle
037	Culvert, open low or high manhole
038	Impact attenuator
039	Parking meter
040	Curb (also narrow sidewalks or bridges)
041	Jiggle bars or traffic snake for channelization
042	Leading edge of guardrail
043	Guard rail (not metal median barrier)
044	Median barrier (raised or metal)
045	Retaining wall or tunnel wall
046	Bridge railing (on bridge and approach)
047	Bridge abutment (approach ends)

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048 Bridge pillar or column (even if struck protective guard rail first)
049 Bridge girder (horizontal structure overhead)
050 Traffic raised island
051 Gore
052 Pole – type unknown
053 Pole – power or telephone
054 Pole – Street light only
055 Pole – Traffic signal and ped signal only
056 Pole – Sign bridge
057 Stop or yield sign
058 Other sign, including street signs
059 Hydrant
060 Delineator or marker (reflector posts)
061 Mailbox
062 Tree, stump or shrubs
063 Tree branch or other vegetation overhead, etc.
064 Wire or cable across or over the road
065 Temporary sign or barricade in road, etc.
066 Permanent sign or barricade in/off road
067 Slides, rocks off or on road, falling rocks
068 Foreign obstruction / debris in road (not gravel)
069 Equipment working in/off road
070 Other equipment in or off road (including parked trailer, boat)
071 Wrecker, street sweeper, snow plow or sanding equipment
072 Rock, brick or other solid wall (2004)
073 Speed bump, other bump, pothole or pavement irregularity (Per PAR) (2004)
075 Bridge or road cave in
076 High water
077 Snow bank
078 Chuckhole in road, low or high shoulder at pavement edge
079 Cut slope or ditch embankment
080 Struck by rock or other object set in motion by other vehicle (including lost loads)
081 Struck by other moving or flying object
085 Wind gust
086 Vehicle immersed in body of water
087 Fire or Explosion
088 Fence or building, etc.
089 Crash related to another separate crash
090 Two-way traffic on divided roadway all routed to one side
092 Other (phantom) non-contact vehicle (on report)
095 Guy wire
096 Berm (earthen or gravel mound)
097 Gravel in roadway
098 Abrupt edge
100 Unknown type of fixed object
101 Other or unknown object, not fixed (2004)
104 Passenger riding on vehicle exterior (2004)
111 Street car / trolley (on rails and / or overhead wire) struck vehicle (2004)
112 Vehicle struck street car / trolley (on rails or overhead wires) (2004)
114 Vehicle struck railroad equipment (not train) on tracks. (2006)
120 Wire or cable median barrier (2006)

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124 Sliding or swerving due to wet, icy, slippery or loose surface (2006)
125 Shoulder gave way

Instructions:

Vehicle Level Event is made up of up to three sets of three-digit codes that indicate events that occurred at the vehicle level of the crash.

Vehicle level event codes generally represent occurrences of injury or damage to a person or property, but may also indicate other circumstances related to the crash.

At the vehicle level, enter the event most relevant to the individual vehicle being coded, preferably in order of occurrence. Vehicle level events may also be applicable at the crash level.

General Validations:

Undergoing Revision

VEHICLE SPEED-INVOLVED

Format: 1 char **Position(s)**: 239

Code	Description
0	No
1	Yes

Instructions:

Speed Involved is a yes/no field entered at the vehicle level. This field indicates if the vehicle being coded was driven in excess of the posted speed, as apposed to generally traveling too fast for conditions. For cases where a driver was traveling too fast for conditions, but was not driving in excess of the posted speed, enter 0 and use participant level error code 047 – Too fast for conditions. For cases where a driver was exceeding the posted speed, enter '1' in this field on the vehicle level, and use code error 050 – Speeding on the participant level.

Code 0 is used when this vehicle was not being driven in excess of the posted speed.

Code 1 is used when the PAR or this vehicle's driver report states that he / she was exceeding the posted speed.

Only use information from the police report, or the driver's own admission, in coding this field. Information provided on the PAR such as citation / warning issued, calculated speed estimates, etc. may be used to determine if speed was involved for this vehicle. DO NOT code this field based on witness statements.

Error 047 – Speed too fast for conditions is not a valid code when this field is coded 1 – Yes.

General Validations:

Undergoing Revision

VEHICLE HIT AND RUN

Format: 1 char **Position(s)**: 240

Code	Description
0	No
1	Yes

Instructions:

Vehicle Level Hit and Run is a yes/no field that indicates if this vehicle did not stop, but fled from the scene of the crash. The PAR is the only accepted source of information for this field.

Enter Code 0 if the vehicle remained the scene. Use this code even if the driver fled, leaving the vehicle at the scene of the crash. If such is the case, capture the driver's action of hit and run on the Participant Level.

Enter Code 1 if the police report that the Hit and Run driver left the scene in this vehicle.

General Validations:

Undergoing Revision

SAFETY EQUIPMENT USE IN VEHICLE

Format: 2 num, 2 num, 2 num **Position(s)**: 241-246

EQUIPMENT USED

Code	Description
00-99	Actual number of persons in vehicle who were using safety restraints

EQUIPMENT UNUSED

Code	Description
00-99	Actual number of persons in vehicle who were not using safety restraints or used equipment improperly.

EQUIPMENT USE UNKNOWN

Code	Description
00-99	Actual number of persons in vehicle for whom safety restraint use is not known.

Instructions:

Safety Equipment Use in Vehicle is made up of three sets of two-digit codes. This field records the total number of vehicle occupants, including non-injured passenger, according to weather or not they used safety equipment. All three codes are used for each vehicle involved in the crash. It is not applicable for non-motorists.

In the first field enter the total number of vehicle occupants who were wearing safety restraints.

In the second field enter the total number of vehicle occupants who were not wearing safety restraints or were using there safety restraints improperly.

In the third field enter the total number of vehicle occupants for whom safety restraint use is unknown.

All three fields are required.

General Validations:

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VEHICLE OCCUPANT COUNT

Format: 2 numeric **Position(s)**: 247-248

Code	Description
00-99	Total number of persons in vehicle as calculated by the Crash Data System.

Instructions:

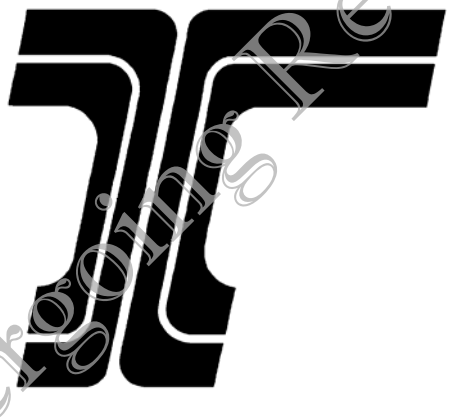
Vehicle Occupant Count is auto-generated number calculated by the Crash Data System based on the numbers entered in the Safety Equipment Use in Vehicle fields. Verify that the vehicle occupant count is correct before proceeding to the next record.

General Validations:

Undergoing Revision

Section III

PARTICIPANT LEVEL



Undergoing Revision

Undergoing Revision

PARTICIPANT NUMBER

Format: 2 numeric **Position(s)**: 29-30

Code	Description
01-99	Assigned sequentially for each participant record

Instructions:

Participant Number is an auto-generated number that sequentially orders all participants. This number may be edited in order to change the entry order of the participants.

The Crash Data System records Participant Level data for all drivers, all children ages four and under, and all injured participants. Participant records are not generated for persons who are not drivers, are not injured, and are not age 00 to 04.

General Validations:

Undergoing Revision

PARTICIPANT LEVEL VEHICLE NUMBER

Format: 2 char **Position(s)**: 31-32

Code	Description
Blank	Not applicable
	Assigned sequentially for each vehicle.

Instructions:

Participant Level Vehicle Number is a two-digit numeric field. It is a sequential number assigned by the data entry system for each vehicle involved in the crash. The code is system-generated, but may be changed by the crash data technician to modify the entry order of the vehicles.

The Participant Level Vehicle Number is populated by the Crash Data System based on the number entered at the vehicle level. All occupants of a given vehicle are assigned the same vehicle number. However, vehicle number may be modified by the crash data technician to change the entry order of participant records.

Code 00 is used for injured pedestrians, pedalcyclists and other non-motorists. Do not enter a participant record for uninjured occupants of legally parked vehicles.

General Validations:

Undergoing Revision

PARTICIPANT VEHICLE SEQUENCING NUMBER

Format: 2 numeric **Position(s)**: 33-34

Code	Description
01-99	Assigned sequentially for occupants of a given vehicle.

Instructions:

Participant Vehicle Sequencing (PVS) Number is a system-generated field. Once generated, it can not be modified. This number is assigned sequentially for all occupants of a given vehicle, beginning with 01 for the driver. The numbering system begins again at 01 for occupants of the next vehicle entered, and for occupants of all subsequent vehicles.

Non-motorists are also numbered sequentially, beginning with 01. The PVS Number increases consecutively for each additional non-motorist, regardless of whether or not their records occur next to each other in the crash.

The example below shows the PVS numbers assigned for a crash involving a vehicle with two occupants, a pedestrian, a second vehicle with one occupant, and a bicyclist.

Vehicle Number	PVS Number	Participant Type	
01	01	1	(Driver)
01	02	2	(Passenger)
	01	3	(Pedestrian)
02	01	1	(Driver)
	02	6	(Pedalcyclist)

General Validations:

Undergoing Revision

PARTICIPANT TYPE

Format: 1 char **Position(s)**: 250

Code	Description

Motorist codes:

0	Unknown occupant type in a motor vehicle in transport
1	Driver
2	Passenger

Non-Motorist codes:

3	Pedestrian
4	Pedestrian using a pedestrian conveyance (wheelchair, skates, etc.)
5	Pedestrian towing an object, other participant, conveyance, etc.
6	Pedalcyclist
7	Pedalcyclist towing an object, other participant, conveyance, etc.
8	Occupant of a parked motor vehicle
9	Other type of non-motorist (occupant of a non-motor vehicle, horse-drawn carriage, etc.)

Instructions:

Participant Type is a one-digit code that indicates the participant's role in the crash.

Participants are classified in two different categories: "motorists" and "non-motorists". The American National Standard ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents defines "motorist" as "any occupant of a motor vehicle in transport", and "non-motorist" as "any person other than a motorist" (see ANSI D16.1-1996, 2.2.40 & 2.2.41, page 9).

Code 0 is used when it is known that the participant was an occupant of a motor vehicle in transport, but the participant's role (i.e., driver or passenger) is not known.

Code 1 is used for the vehicle operator. "A driver is an occupant who is in actual physical control of a transport vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost." (see ANSI D16.1-1996, 2.2.37, page 9)

Code 2 is used for any occupant of a motor vehicle in transport who is not a driver (see ANSI D16.1-1996, 2.2.38, page 9). For occupants who are riding on, or are otherwise attached, to the outside of a vehicle, use Participant Type code 2, and Participant Level Event code 104.

Code 3 is used for a participant who is not an occupant of a motor vehicle in transport, a parked vehicle, a pedalcycle, or other type of transport vehicle; and is not in the act of towing another person or object. For a pedestrian who is being towed, use Participant Type code 3, and Participant Level Event

Undergoing Revision

Code 008. Code 3 is the appropriate code to use for a pedestrian who is carrying another person, such as a child; and for the person being carried.

If the first harmful event in a crash is that a pedestrian was struck, it is considered a Pedestrian Crash. Crash type must be 3 – Pedestrian, and Collision Type must be 0 – Pedestrian. This rule does not apply to "Sub-Ped" crashes.

Code 4 is used for a pedestrian who is on a conveyance, such as a wheelchair (including motorized wheelchairs), skates, skateboard, etc. For a participant using a non-motorized wheelchair, enter code 106 in the Participant Level Event field. For a participant using a motorized wheelchair, enter code 107 in the Participant Level Event field.

Code 5 is used for a pedestrian who is in the act of towing another person or object.

Code 6 is used for an occupant of a non-motorized pedalcycle in transport, who is not in the act of towing another person or object. For a person riding as a passenger on a pedalcycle, use Participant Type code 6, and Participant Level Event code 105. For a person who is being towed by a pedalcyclist, use Participant Type code 6, and Participant Level Event code 008.

Code 7 is used for a pedalcyclist who is in the act of towing another person or object.

Code 8 is used for participants who are occupants of a motor vehicle that is legally parked, or occupants of improperly parked vehicles that are outside the travel portion of the roadway*. Occupants of vehicles that are stopped, disabled or otherwise motionless **on the travel portion of the roadway** should be coded as **driver or passenger**, according to their seating position, if known. If their seating position is not known, use code '0'.

Code 9 is used for all other types of non-motorists, such as a rider on horseback, an occupant of a horse-drawn carriage or other non-motorized device, etc.

* Motor vehicles that are within the travel portion of the roadway are considered to be "in transport" (not parked), and their occupants are drivers / passengers. Examples of such vehicles are driverless motor vehicles in motion, motionless motor vehicles abandoned on a roadway, and disabled motor vehicles on a roadway. (See ANSI definition 2.2.34) This rule doesn't apply to vehicles that are fully off the roadway, on the shoulder or outside the trafficway boundaries.

Undergoing Revision

General Validations:

PARTICIPANT LEVEL HIT AND RUN

Format: 1 char **Position(s)**: 251

Code	Description
0	No
1	Yes

Instructions:

Participant Level Hit and Run is a yes/no field that indicates whether or not a participant remained at the scene of the crash. The PAR is the only accepted source of information for this field.

Code 1 is used if the participant left the scene. Use this code even if the participant fled on foot, abandoning the vehicle at scene of the crash.

General Validations:

Undergoing Revision

PUBLIC EMPLOYEE

Format: 1 char **Position(s)**: 252

Code	Description
0	No
1	Yes

Instructions:

Public Employee is a yes/no field that indicates if a participant was an on duty public employee at the time of the crash.

For the purposes of this manual, a public employee is any person employed by a City, County, State, or Federal agency. School Bus drivers are considered Public Employee's.

Code 0 is used when the participant is not on duty as a public employee. The following types of people are "public employees" if they're on the job, even if they're outside of their vehicle:

- Police officers (including those riding bicycles)
- Municipal firefighters
- Other government and public school employees (i.e. school bus drivers)
- Government construction workers/flagmen

Code 1 is used when the participant is on duty as a public employee.

General Validations:

Undergoing Revision

SEX

Format: 1 char **Position(s)**: 253

Code	Description
1	Male
2	Female
9	Unknown

Instructions:

Sex code is a one-digit code that indicates the participant's gender.

General Validations:

Undergoing Revision

AGE

Format: 2 char **Position(s)**: 254-255

Code	Description
00	Age is unknown
01	Infants from birth to less than two years of age
02-98	Actual age of participant 2 years or over
99	Ninety-nine years of age or over.

Instructions:

Age is a two-digit code that represents the age of the participant at the time of the crash. The actual age is coded with the following exceptions:

Code 00 is used when the age of the participant is not known.

Code 01 is used when the age of the participant is an infant from birth to less than two years of age.

Code 99 is used when the age of the participant is greater than 98.

General Validations:

Undergoing Revision

DRIVER LICENSE STATUS

Format: 1 char **Position(s)**: 256

Code	Description
Blank	Participant is not a driver
0	Not licensed
1	Valid Oregon license or permit
2	Valid license, other state or country
3	Suspended / revoked
4	Expired
8	Other non-valid license. (Includes Graduated Drivers License violations)
9	Unknown if driver was licensed

Instructions:

Driver License Status is a one-digit code that indicates the status of the driver's license and their license state.

Code 0 is used when the driver is not licensed, and information exists that this driver has never been issued a license; i.e.: driver is under age or admits to never having been licensed in any state. **Drivers age 13 or younger CAN NOT have a valid license.** This code should be used when a driver is operating farm equipment / ATV and does not hold a valid Oregon license or permit.

Code 1 is used for drivers who have a valid Oregon license. It is also used for drivers age 15 or older who have a valid Oregon permit, who are driving farm equipment or ATV, even when there is no adult in the vehicle. DO NOT use this code for drivers age 15 or older, who have an Oregon permit, and who are driving a vehicle (other than farm equipment / ATV) unaccompanied by a licensed adult. DO NOT use this code when driver is in violation of the Graduated Drivers License.

Code 8 is used when the driver's license is not valid for reasons other than described above; for example, when a driver is operating the vehicle in violation of conditions set by DMV (such as driving during hours prohibited by hardship license; violating conditions of learner's permit, etc.). This code must be used if Event 094 is coded.

Code 9 is used when no information exists regarding the drivers license status, such as for a hit-and-run driver who was never located.

**Oregon may issue a hardship license to drivers as young as age 14, though this is rare.

General Validations:

Undergoing Revision

RESIDENCE OF DRIVER

Format: 1 char **Position(s)**: 257

Code	Description
Blank	Participant is not a driver.
1	Oregon resident within 25 miles of home
2	Oregon resident 25 miles or more from home
3	Oregon resident – unknown distance from home
4	Non-resident
9	Unknown if Oregon resident

Instructions:

Residence of Driver is a one-digit code that indicates the proximity of residency to the location of the crash.

See Mileage Chart on following page for distance of Oregon and Washington cities from Portland.

General Validations:

Undergoing Revision

PORTLAND MILEAGE CHART

The chart below lists the distance in miles of a given city from the City of Portland, Oregon.

CITY	MILES	CITY	MILES	CITY	MILES
Aloha	10	Gervais	38	Oswego	8
Amity	40	Gladstone	12	Park Place	13
Aurora	26	Glencullen	4	Park Rose	8
Banks	30	Glenwood	37	Rainier	48
Barlow	24	Gresham	14	Reedsville	12
Barton	21	Hillsdale, WA	25	Rhododendron	45
Battleground, WA	23	Hillsboro	17	Ridgefield	24
Beaverton	7	Hockinson, WA	23	St. Paul	30
Beaver Creek	20	Hood River	67	St. Helens	29
Birkenfield	30	Hopewell, WA	30	Salem	51
Bonneville	41	Houlton	25	Sandy	26
Boring	19	Huber	14	Sara, WA	19
Bridal Veil	30	Independence	63	Scotts Mill	38
Brightwood	39	Jennings Lodge	10	Sheridan	50
Brooks	42	Kalama, WA	38	Sherwood	17
Buxton	38	Kelso, WA	49	Sifton, WA	15
Camas, WA	22	La Center, WA	25	Silverton	13
Canby	22	Lafayette	33	Stayton	55
Carlton	39	Lake Grove	9	Stafford	14
Cascade Locks	46	Lebanon	70	Stevenson, WA	55
Cedar Hills	8	Linton	9	Spring Brook	24
Cherry Grove	34	Logan	22	Sublimity	63
Cherryville	32	Longview, WA	49	Tigard	8
Clackamas	12	Maplewood	6	Timber	43
Colton	34	Marquam	36	Troutdale	15
Columbia City	31	McMinnville	38	Tualatin	13
Corbett	22	Metzger	10	Turner	56
Cornelius	21	Milwaukie	6	Vancouver, WA	8
Dallas	63	Molalla	31	Viola	25
Damascus	15	Monmouth	54	Warren	18
Dayton	31	Mt. Angel	41	Washougal, WA	25
Deer Island	35	Mulino	24	West Linn	12
Dilley	25	Multnomah	5	Willamette	15
Donald	30	Newberg	24	Wilsonville	19
Dundee	26	New Era	19	Woodburn	34
Eagle Creek	25	N. Bonneville, WA	50	Woodland, WA	29
Estacada	31	N. Plains	23	Wood Village	14
Fairview	13	Oak Grove	9	Yamhill	36
Forest Grove	23	Orchards, WA	13		
Garden Home	6	Oregon City	13		
Gaston	30	Orenco	14		

Undergoing Revision

INJURY SEVERITY

Format: 1 char **Position(s)**: 258

Code	Description
1	Fatal
2	Incapacitating
3	Non-incapacitating
4	Possible injury – complaint of pain
5	Died prior to crash
7	No injury – newborn to age 4
9	No injury – participant over age 4

Instructions:

Injury Severity is a one-digit code that represents the extent of bodily harm sustained by a participant, as reported by the driver or investigating officer (except for fatalities – see Code 1, below). Code the more serious injury when a discrepancy exists between a driver report and officer's report.

Code 1 is used for participants who die as a result of injuries sustained in the crash. For the purposes of motor vehicle traffic crash classification, the death must occur within thirty 24-hour periods from the time of the crash. In most cases, the death certificate is the final, official source of record for cause of death, death date and death time.

Code 2 is used for participants who suffer severe injuries. An incapacitating injury is a non-fatal injury which "prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred". (see ANSI D16.1-1996, page 10, definition 2.3.4) Examples of incapacitating injuries include broken bones, severe bleeding, unconsciousness, etc.

Code 3 is used for participants who suffer moderate injuries. A non-incapacitating injury is an injury which, though not severe, is "evident to observers at the scene of the accident in which the injury occurred". (see ANSI D16.1-1996, page 10, definition 2.3.5) Examples of non-incapacitating injury include lumps, bruises, abrasions, swelling, minor bleeding, etc.

Code 4 is used for participants who report injury, but no injuries are apparent. Examples of possible injury include momentary lapse of consciousness, complaint of pain, etc.

Code 5 is used for participants who die prior to the crash. Example: a driver suffers a massive heart attack and dies while traveling on a trafficway. The subsequent loss of vehicle control results in injury to his passengers.

Code 7 is used for participant's age newborn to four years, who are not injured.

Code 9 is used for participants over age four who are not injured (typically, a driver).

General Validations:

Undergoing Revision

PARTICIPANT SAFETY EQUIPMENT USE

Format: 1 char **Position(s)**: 259

Code	Description
Blank	Not applicable (i.e., pedestrian~~, occupant of parked vehicle~~)
0	No safety equipment used
1	Seat belt or harness used improperly
2	Seat belt or harness, fastened
3	Child restraint used improperly
4	Child restraint used properly
5	Helmet used improperly
6	Helmet used properly
8	Equipment used, type unknown
9	Unknown if used

Instructions:

Participant Level Safety Equipment Use is a one-digit code that records the proper or improper use, and type, of safety equipment reported for each participant.

The source of this information shall be the police traffic crash report. When the information is not available or unknown to the officer, the driver's report is the source.

This field is left blank for pedestrians, ~~occupants of parked vehicles~~, and occupants of most other non-motorized transport devices. This field is applicable to pedalcyclists **and injured occupants of parked motor vehicles***.

* Occupants of parked motor vehicles, whether injured or uninjured, must be included in the Vehicle Level Safety Equipment Use fields in order to be included in the total number of persons involved, for reporting purposes. Since that field is validated against this one (Participant Level Safety Equipment Use), safety equipment use must be coded for injured occupants of parked motor vehicles.

General Validations:

Undergoing Revision

AIRBAG DEPLOYMENT

Format: 1 char **Position(s)**: 260

Code	Description
Blank	Not reported or not applicable
0	Airbag is available on this vehicle but did not deploy
1	Airbag deployed
9	Airbag is available on this vehicle, but information about deployment is not given

Instructions:

Airbag Deployment is a one-digit code that indicates the general availability of airbags in a given vehicle, and whether or not the airbag deployed during the crash.

Information for this field is obtained from the PAR or driver report. This field is not intended to represent or imply further research into the availability of airbags for the subject vehicle.

General Validations:

Undergoing Revision

NON-MOTORIST MOVEMENT

Format: 1 char **Position(s)**: 261

Code	Description
Blank	Participant is not a non-motorist
0	Unknown
1	Straight ahead
2	Turning right
3	Turning left
4	Making a U-Turn
5	Backing
6	Stopped in traffic

Instructions:

Non-Motorist Movement is a one-digit code that indicates the movement of participants who were not in a vehicle (i.e.; pedestrian, pedalcyclist, etc.).

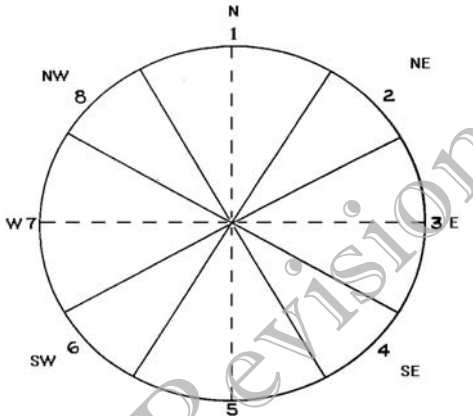
General Validations:

Undergoing Revision

NON-MOTORIST DIRECTION OF TRAVEL FROM / TO

Format: 1 char, 1 char **Position(s)**: 262-263

Code	Description
0	Unknown
1	North
2	Northeast
3	East
4	Southeast
5	South
6	Southwest
7	West
8	Northwest



Instructions:

Non-Motorist direction of travel field contains two one-digit codes. The first code indicates the direction from which the participant came, and the second code indicates the intended direction in which the participant was heading. When coding county road crashes, code only directions N, S, E, and W.

General Validations:

Undergoing Revision

NON-MOTORIST LOCATION

Format: 2 char **Position(s)**: 264-265

Code	Description
Blank	Not applicable (not a pedestrian)
00	At intersection – not in roadway
01	At intersection – inside crosswalk
02	At intersection – in roadway, outside crosswalk
03	At intersection – in roadway, unknown if crosswalk is available
04	Not at intersection – in roadway
05	Not at intersection – on shoulder
06	Not at intersection – on median
07	Not at intersection – beyond shoulder, but within trafficway right-of-way
08	Not at intersection – in bike path or parking lane
09	Not at intersection – on sidewalk
10	Outside trafficway boundaries
15	Not at intersection – inside mid-block crosswalk (2004)
18	Other – not in roadway
99	Unknown location

Instructions:

Non-Motorist Location is a two-digit code applicable only for pedestrians, not for all non-motorists. This code designates where the pedestrian was located at the time of the crash.

This field was changed from Pedestrian Location to Non-Motorist location at the start of the 2007 code year.

General Validations:

Undergoing Revision

PARTICIPANT LEVEL ACTION

Format: 3 char **Position(s)**: 266-268

Code	Description
000	No action or non-warranted
002	Getting on or off stopped vehicle or parked vehicle (code for driver or passenger)
010	Passenger interfering with driver
017	Lost control of vehicle
022	Struck, or was struck by, vehicle or pedestrian in prior collision before crash stabilized
024	Dead by unassociated cause
025	Fatigued, sleepy, asleep
026	Driver blinded by sun
027	Driver blinded by headlights
028	Physically ill
030	Pursuing or attempting to stop another vehicle
034	Crossing at intersection – no traffic signal present
035	Crossing at intersection – traffic signal present
036	Crossing at intersection – diagonally
037	Crossing between intersections
038	Driver's attention distracted
039	Non-Motorist walking, running, riding, etc., on shoulder with traffic
040	Non-Motorist walking, running, riding, etc., on shoulder facing traffic
041	Non-Motorist walking, running, riding, etc., on pavement with traffic
042	Non-Motorist walking, running, riding, etc., on pavement facing traffic
043	Playing
044	Pushing or working on vehicle
045	Working (in or off roadway, not on a vehicle)
050	Standing or lying down
088	Other action

Undergoing Revision

Instructions:

Participant Level Action code is a three-digit code is a required field that indicates the action of individual participant.

General Validations:

ERROR

Format: 3 char, 3 char, 3 char **Position(s)**: 269-277

Code	Description
000	No error
	Turning
001	Wide turn
002	Cut corner on turn
003	Failed to obey mandatory traffic turn signal, sign or lane markings
004	Left turn in front of oncoming traffic
005	Left turn where prohibited
006	Turned from wrong lane
007	Turned into wrong lane
008	U-turned illegally
	Improper Maneuvers
009	Improperly stopped in traffic lane
010	Improper signal or failure to signal
011	Backing improperly (not parking)
012	Improperly parked
013	Improper start leaving parked position
014	Improper start from stopped position
015	Improper or no lights (vehicle in traffic)
016	Inattention
017	Driving unsafe vehicle (no other error apparent)
018	Entering, exiting parked position with insufficient clearance or other improper parking maneuver
	Disregarding Maneuvers
019	Disregarded other driver's signal
020	Disregarded traffic signal
021	Disregarded stop sign or flashing red
022	Disregarded warning sign, flares or flashing amber
023	Disregarded police officer or flagman
024	Disregarded siren or warning of emergency vehicle
025	Disregarded Rail Road signal, Rail Road sign, or Rail Road flagman
026	Failed to avoid stopped or parked vehicle ahead other than school bus
	Right-of-Way Errors
027	Did not have right-of-way over pedalcyclist
028	Did not have right-of-way
029	Failed to yield right-of-way to pedestrian

Undergoing Revision

Passing Maneuvers

030 Passing on a curve
031 Passing on the wrong side
032 Passing on straight road under unsafe conditions
033 Passed vehicle stopped at crosswalk for pedestrian
034 Passing at intersection
035 Passing on crest of hill
036 Passing in "No Passing" zone
037 Passing in front of oncoming traffic
038 Cutting in (two lanes - two way only)

Miscellaneous Maneuvers

039 Driving on wrong side of the road
040 Driving through safety zone or over island
041 Failed to stop for school bus
042 Failed to decrease speed for slower moving vehicle
043 Following too closely (Must be on Officer's Report)
044 Straddling or driving on wrong lanes
045 Improper change of traffic lanes
046 Wrong way on one-way roadway (Also when roadway has a solid or earth median and vehicle is deliberately traveling on wrong side)
048 Opened door into adjacent traffic lane

Basic Rule Errors

047 Driving too fast for conditions (not exceeding posted speed)
049 ~~Citation issued for "Failure to maintain reasonable speed" (May be used for impeding traffic as well)~~ Impeding traffic (change 2006)
050 ~~Speeding, racing, etc.~~ Driving in excess of posted speed (change 2006)

Violations

051 Reckless driving (cited per PAR) (2004)
052 Careless driving (cited per PAR) (2004)
053 Speed Racing (cited per PAR) (2006)

Non-Motorist Errors

054 Crossing at intersection – no traffic signal present
055 Crossing at intersection – traffic signal present
056 Crossing at intersection – diagonally
057 Crossing between intersections
059 Walking, running, etc., on shoulder with traffic
060 Walking, running, etc., on shoulder facing traffic
061 Walking, running, etc., on pavement with traffic
062 Walking, running, riding, etc., on pavement facing traffic
063 Playing in street or road
064 Pushing or working on vehicle in road or on shoulder
065 Working in roadway or along shoulder (not on vehicle)
070 Standing or lying in roadway

Additional Miscellaneous

073 Disregarding police (eluding)
080 Failed to maintain lane

Undergoing Revision

081 Ran off road
082 Driver misjudged clearance **(used only for signs, structures, etc. Not for parked vehicle.)**
083 Over correcting / over-steering
085 Overloading or improper loading of vehicle with cargo or passengers (2006)
097 Unable to determine which driver disregarded traffic control device

---

Instructions:

Participant Level Error is made up of three separate three-digit code used to provide a more specific and complete record of what occurred during the crash. The driver error codes may be applied to motorcycles, mopeds, and bicycles since they are operated under the same rules of the road as the motor vehicles. Up to three errors can be entered at this level.

General Validations:

Undergoing Revision

PARTICIPANT LEVEL CAUSES

Format: 2 char, 2 char, 2 char **Position(s)**: 278-283

Code	Description
00*	None applicable at this level
01*	Speed too fast for conditions
02	Did not yield right-of-way
03	Passed stop sign or flashing red
04	Disregarded R-A-G traffic signal
05	Drove left of center on two-way road
06	Improper overtaking
07	Followed too closely
08	Made improper turn
~~09~~	~~Alcohol or drug involved~~ – (Terminated 2002)
10	Other improper driving
12	Other (not improper driving)
13	Improper change of traffic lanes (2004)
14	**Disregarded other traffic control device (2006)**
15	**Wrong way on one-way roadway (2006)**
16	**Driver drowsy / fatigued / sleepy (2006)**
18	**Non-Motorist illegally in roadway (2006)**
19	**Non-Motorist clothing not visible (2006)**
26*	Phantom / Non-contact vehicle
27	Inattention
30	**Driving in excess of posted speed (2006)**
31	**Speed Racing (Per PAR) (2006)**
32	**Careless Driving (Per PAR) (2006)**
33	**Reckless Driving (Per PAR) (2006)**
34*	**Aggressive Driving (Per PAR) (2006)**

Undergoing Revision

Instructions:

Participant Level Cause is made up of up to three different two-digit codes that represent actions taken by this participant that contributes to, or resulted in the occurrence of the crash.

Participant level cause codes may also be applicable at the crash level.

Code 00 is used if no cause code is applicable to this participant.

Code 01 is used for speed too fast for conditions, with discretion. Speed may be “involved” and yet not be a contributing factor of the crash. Use this code when there are clear indications that violating the basic rule was a contributing factor.

Code 26 is used when the participant was affected by a non-contact or phantom vehicle (a vehicle indirectly involved in the crash).

Aggressive Driving vs. Road Rage. There is a difference. Aggressive driving is a traffic offense; road rage is a criminal offense. (Cited per NHTSA web page http://www.nhtsa.dot.gov./people/injury/aggressive/Aggressive%20Web/sse_1.html)

Posted Speed is defined as the maximum speed that you may travel on the road. It begins where a black on white speed sign is posted and ends where a different black on white speed sign is posted.

Road Rage is defined as "an assault with a motor vehicle or other dangerous weapon by the operator or passenger(s) of another motor vehicle or an assault precipitated by an incident that occurred on a roadway." Road rage requires willful and wanton disregard for the safety of others. (Cited per NHTSA web page http://www.nhtsa.dot.gov./people/injury/aggressive/Aggressive%20Web/sse_1.html)

Code 35 should be used when collateral damage results from an act of road rage. This code would not be used when the collision fits the criteria for deliberate intent (defined in the appendix) ***When using codes 34 or 35, see code leader.***

General Validations:

Undergoing Revision

PARTICIPANT LEVEL EVENTS

Format: 3 char, 3 char, 3 char **Position(s)**: 284-292

Code	Description
Blank	Non applicable at this level
001	Occupant fell, jumped or was ejected from moving vehicle
002	Passenger interfered with driver
003	Animal or insect in vehicle interfered with driver
005*	**"Sub-Ped": pedestrian injured subsequent to collision, etc. (Applicable to Pedestrian only.)**
007	Hitchhiker (soliciting a ride)
008	Passenger being towed or pushed on conveyance (2004)
009	Getting on or off stopped or parked vehicle (occupants only)
014	Vehicle set in motion by non-driver (child released brakes, etc.)
080	Struck by rock or other object set in motion by other vehicle (include lost loads).
081	Struck by other moving or flying object.
082	Vehicle obscured view
083	Vegetation obscured view
084	View obscured by fence, sign, phone booth, etc.
092	Other (phantom) non-contact vehicle (on PAR or report).
093	Cell phone (on PAR or driver in use)
094*	Police report indicates teenage driver of this vehicle was in violation of graduated license program (2000)
099	Cell phone use witnessed by other participant
104	Passenger riding on vehicle exterior (2004)
105	Passenger riding on pedalcycle
106	Pedestrian in non-motorized wheelchair
107	Pedestrian in motorized wheelchair
110	Non-motorist struck vehicle.

Undergoing Revision

Instructions:
Participant Level Event is made up of up to three separate three-digit code that represents events associated at the participant level.

At the participant level, enter the event most relevant to the individual being coded, preferably in order of occurrence. Participant level events may also be applicable at the crash level.

Event 005 "Sub-Ped" MUST be coded to the PEDESTRIAN and NOT to the Driver or Vehicle.

When event 094 is used, Drivers license status must be coded '8' - Other non-valid license. (includes Graduated Drivers License violations).

General Validations:

BLOOD ALCOHOL CONTENT TEST RESULTS

Format: 2 char **Position(s)**: 293-294

Code	Description
Blank	Not available
00-79	Actual BAC test result, in hundredths (enter the leading zero for values lower than .10)
80	.80 or greater
84	Suspect sample
85	Test refused
86	No test administered
87	Test administered, results unknown

Instructions:

BAC Test Results is a two-digit code that represents either the actual blood alcohol content (BAC) test result for the participant, or other test-related information. Acceptable sources for this information are the police report (from the face sheet, or from narrative statements, including statements made of hospital findings), crime lab reports, and medical examiner toxicology reports.

Code this field for all participants, regardless of injury severity, when test result information is available. Leave this field blank when no information is available on BAC testing for the participant being coded. **DO NOT ROUND BAC.** If test results show a three digit BAC, use the first 2 digits only. This instruction represents a change from coding practice prior to 2003.

Values entered represent hundredths of a percent. The decimal is assumed. Therefore, it is extremely important that the data entry technician enter both digits, including the leading zero for values lower than .10 . For example .01% thru .09% BAC should be entered as 01 and 09, respectively. An entry of '1' to represent .01 would be displayed on data reports as 1, and interpreted as .10 BAC (ten times the amount intended by the coder).

Codes 00 – 79 are used to indicate the actual BAC test result, from .00 through .79% BAC.

Code 80 is used when the BAC is .80 or above, and no official statement is available to indicate that the sample was suspect.

Code 84 is used when an official report is received that indicates the BAC sample tested was contaminated or "suspect".

Code 85 is used when the police report indicates that the subject refused to submit to testing.

Code 86 is used when the police report indicates that no test was given, and no other official record is received to indicate otherwise (i.e. a crime lab or medical examiner toxicology report).

Code 87 is used when the police report indicates that a test was administered, but results are not available.

General Validations:

Undergoing Revision

ALCOHOL USE REPORTED

Format: 1 char **Position(s)**: 295

Code	Description
Blank	Not reported; no information provided regarding alcohol use by this participant
0	Police report that participant had **not** been drinking
1	Police report that participant **had** been drinking; or suspect admits it
9	Police report that it is **unknown** if participant had been drinking; or conflicting info exists on driver reports

Instructions:

Code this field for all participants, regardless of participant type or injury severity, when alcohol-involvement information is available.

Alcohol Use Reported is a one-digit field that represents a participant's use of alcohol as indicated by police, regardless of subsequent test results. (For non-fatal cases, if a police report is not available, use whatever reliable information exists to code this field.) Driver's admission of his own alcohol use is considered reliable information that should be used to code this field as a "yes", though other drivers / witness statements made about someone other than themselves is not considered reliable information for this field.

For example, an officer may note in the report that he/she suspected a driver had been drinking, but subsequent test results (received separately from the police report) are negative for alcohol. The officer's initial observation takes precedence in this instance, so enter '1' in the Alcohol Use Reported field, and '00' in the BAC Test Results field.

Leave this field blank when there is no information regarding alcohol use for this participant. This instruction represents a change from coding practice prior to 2003.

Code 0 is used when the police report positively states that this participant had not been drinking. Driver statement's are not to be relied upon for this code.

Code 1 is used when the officer indicates that this participant had been drinking; or when the participant admits to having been drinking. Common indicators for officers are observations made at the scene, officer states odor of alcohol, preliminary breath tests, field sobriety tests, BAC test results noted in the report narrative, conclusion stated in narrative, etc.

Code 9 is used when the officer states that it is unknown whether this participant had been drinking, or conflicting information exists in the drivers' reports. The officer's report takes precedence when using this code.

Undergoing Revision

Note: *Crime lab and Medical Examiner test results have no bearing on the coding of the "Alcohol Use Reported" field, unless it is clear that the officer used those test results to make his determination. This instruction is contrary to what is allowed for coding the "Drug Use Reported" field.*

General Validations:

Undergoing Revision

DRUG USE REPORTED

Format: 1 char **Position(s)**: 296

Code	Description
Blank	Not reported
0	Participant had **not** been using drugs
1	Participant **had been using** drugs (reported by police, test results, or suspect admits it)
9	**Unknown** if participant had been using drugs (as reported by police; no tests available)

Instructions:

Code this field for all participants, regardless of injury severity, when drug-involvement information is available.

Drug Use Reported is a one-digit code that represents drug use by the participant, as reported by an officer, by the participant's own statement, by crime lab results, or by Medical Examiner toxicology reports.

Leave this field blank when no information exists to indicate drug use for this participant. This instruction represents a change from coding practice prior to 2003.

Code 0 is used when the police report specifically states that this participant had not been using drugs, and/or test results are negative for drugs.

Code 1 is used when the officer indicates that this participant had been using drugs, when the participant admits to having been using drugs, or test results are positive for drugs. Common indicators by officers are observations made at the scene, field testing, and test results noted in the police report.

Code 9 is used when the police report indicates that it is unknown whether or not this participant had been using drugs, and no test results are received to indicate otherwise.

General Validations:

Undergoing Revision

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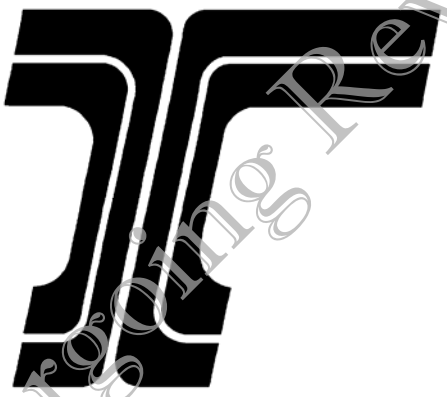
Undergoing Revision

Section IV

SYSTEM-GENERATED FIELDS



Undergoing Revision

Undergoing Revision

JURISDICTION GROUP

Format: 1 char **Position(s)**: 112-113

Code	Description
1	National Forest
2	State Forest
3	National Park
4	State Park
5	Bureau of Land Management
6	Indian Reservation
7	Other Federal Jurisdiction
8	Other Type Jurisdiction (non-federal land)
9	Unknown Jurisdiction

Instructions:

Jurisdiction Group is a one-digit system-generated code that indicates the category of agency having jurisdiction over the area in which the crash occurred. The system generated code is based on the value entered into the Special Jurisdiction field. A ten-character alphabetic short description will auto-fill on the data entry screen.

This field is only populated for crashes that occur on special jurisdiction roadways. For all other crashes, this field will remain blank.

Undergoing Revision

ALCOHOL-INVOLVED

Format: 1 char **Position(s)**: 199

Code	Description
0	No
1	Yes

Instructions:

Alcohol-Involved is a system-generated code indicating whether an active participant in the crash had been using alcohol. The data entry system populates this field based on the Participant Level BAC Test Results and Alcohol Use Reported fields.

An "active participant" is a person who was in a position of control during the crash, such as a driver, pedestrian or pedalcyclist.

Code 0 is generated when no active participants were reported to have used alcohol, and no active participants had a positive test result.

Code 1 is generated when at least one active participant was reported to have used alcohol, or at least one active participant had a positive test result.

Note: Prior to 2003, BAC test result information was collected for fatally injured participants only. Non-fatally injured participants were flagged as to whether or not they had been drinking, but actual BAC values were not reported. As of 2003, the Crash Data System reports BAC test results on all participants for whom the information is available. The increase in alcohol-involvement figures for 2003 and later represents, at least in part, an improvement in data collection and reporting, rather than an actual increase in alcohol-involved traffic crashes.

Undergoing Revision

General Validations:

DRUG-INVOLVED

Format: 1 char **Position(s)**: 200

Code	Description
0	No
1	Yes

Instructions:

Drug-Involved is a system-generated code indicating whether an active participant in the crash was reported to have used drugs. The data entry system populates this field based on the Participant Level Drug Use Reported field.

An active participant is a person who was in a position of control during the crash, such as a driver, pedestrian or pedalcyclist.

Code 0 is generated when no active participants were reported to have used drugs.

Code 1 is generated when at least one active participant was reported to have used drugs.

Note: Prior to 2003, drug-involvement was summarized along with alcohol data, and was not broken out separately in the Crash Data System. As of 2003, the Crash Data System reports drug involvement for all participants for whom the information is available. The increase in drug-involvement figures for 2003 and later represents, at least in part, an improvement in data collection and reporting, rather than an actual increase in drug-involved traffic crashes.

General Validations:

Undergoing Revision

SPEED-INVOLVED

Format: 1 char **Position(s)**: 201

Code	Description
0	No
1	Yes

Instructions:

Speed-Involved is a system-generated code indicating that at least one driver involved in the crash was exceeding the posted speed. It does not necessarily represent crashes where a driver was exceeding speeds that were prudent for the existing conditions, but was traveling within the posted limits. The data entry system populates this field based on the Vehicle Level Speed-Involved flag.

General Validations:

Undergoing Revision

HIT AND RUN

Format: 1 char **Position(s)**: 202

Code	Description
0	No
1	Yes

Instructions:

Hit and Run is a system-generated code indicating that responsible participant fled the scene of the crash, either in a vehicle or on foot. It is populated according to the Vehicle and Participant Level Hit and Run values.

General Validations:

Undergoing Revision

POPULATION RANGE

Format: 1 char **Position(s)**: 203

Code	Description		
0	1	to	500
1	501	to	1,000
2	1,001	to	2,500
3	2,501	to	5,000
4	5,001	to	10,000
5	10,001	to	25,000
6	25,001	to	50,000
7	50,001	to	100,000
8	100,001	to	200,000
9	Over 200,000		

Instructions:

Population Range is a system-computer generated code that represents the estimated number of persons living in the incorporated area in which the crash occurred. This field is only populated for crashes that occur in incorporated cities.

Estimates are based on annual figures published by Portland State University.

General Validations:

Undergoing Revision

ROAD CONTROL

Format: 1 char **Position(s)**: 204

Code	Description
1	Portland city street
2	Portland highway system
3	Urban city street outside of Portland
4	Urban highway system outside of Portland city limits
5	Rural highway system
6	Rural county road
7	Rural city street
8	Sub-urban highway system
9	Sub-urban road

Instructions:

Road Control is a system-generated code that categorizes the involved roadway according to jurisdiction and location.

Code 1 is generated for crashes on city streets inside Portland city limits.

Code 2 is generated for crashes on state highways located inside Portland city limits.

Code 3 is generated for crashes on city streets that are inside city limits (other than Portland) and urban boundaries. Both conditions must be met.

Code 4 is generated for crashes on state highways located inside city limits (other than Portland) and urban boundaries. Both conditions must be met.

Code 5 is generated for crashes on state highways located outside urban transportation boundaries.

Code 6 is generated for crashes on streets under county jurisdiction that are outside city limits and outside urban boundaries. Both conditions must be met.

Code 7 is generated for crashes on streets that are inside incorporated city limits but outside urban boundaries.

Code 8 is generated for crashes on state highways located outside city limits but inside urban boundaries.

Code 9 is generated for crashes on county roads that are outside city limits but inside urban boundaries.

General Validations:

Undergoing Revision

ROUTE TYPE / ROUTE NUMBER

Format: 2 char, 5 char **Position(s)**: 205-211

Code	Description
IS xxx	Interstate route shield followed by number on shield
OR xxx	Oregon route shield, followed by number on shield
US xxx	US route shield, followed by number on shield

Instructions:

Route Number is a system-generated value representing the route type (IS, OR, or US) and posted shield number for the state highway on which the crash occurred.

This field is populated according to values contained in I.T.I.S., and is only applicable for crashes that occur on the state highway system.

General Validations:

Undergoing Revision

CODER INITIALS

Format: 2 char

Code	Description
xx	Initials

Instructions:

Coder Initials is a two-character field that indicates the first and last initials of the data entry technician who coded the crash. This field is used for record keeping and metrics reports.

General Validations:

Undergoing Revision

CODED DATE

Format: 8 numeric

Code	Description
xx/xx/xxxx	Month/day/four-digit year

Instructions:

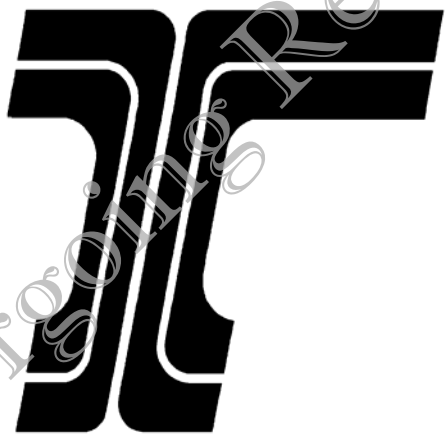
Coded Date is a system-generated field that indicates the calendar date the crash case was entered into the electronic data entry system.

General Validations:

Undergoing Revision

Section V

APPENDIX



Undergoing Revision

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GLOSSARY

A selection of terms that appear in this publication are listed below, with the definitions in use by the Crash Analysis and Reporting (CAR) Unit data technicians. The CAR Unit makes no assertion that these definitions are officially recognized or are to be relied upon as standard definitions for persons or entities outside this unit. For information on national standards for motor vehicle traffic crash classification, please refer to the American National Standard Institute's ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents.

Add Direction –The term "add-mileage" generally applies when milepoints have increasing values in the direction of travel. The Pacific Highway 1, Interstate 5, is the only exception in that the add-mileage is accumulated in the direction of decreasing milepoints.

Aggressive Driving vs. Road Rage. There is a difference. Aggressive driving is a traffic offense; road rage is a criminal offense. (Cited per NHTSA web page http://www.nhtsa.dot.gov./people/injury/aggressive/Aggressive%20Web/sse_1.html)

Angle Collision – An angle collision results when a vehicles collide while traveling on crossing paths. An angle collision involves one vehicle ON a roadway (i.e. North to south) and another vehicle From another roadway, open access or driveway. (i.e. East to West). In other words, a cross-movement on one street must be attempted by a vehicle traveling on the intersecting street in order for the type to be classed as angle.

Arterials provide mobility, typically carrying high traffic volumes on a continuous network with no stub routes but provide very little direct land access. A stub route is when a roadway classification stops midway through the road. Arterials must connect from roadway to roadway.

At-intersection crash: An at intersection crash in a traffic crash in which the first harmful even occurs within the limits of an intersection (ANSI D16, pg 20).

Backing Collision – A backing collision results when a vehicle is backing in a traffic lane and strikes another vehicle also in a traffic lane. This type will not include backing during a parking maneuver.

Channelization – A method or several methods or devices in which traffic is deliberately directed or diverted to another roadway or lane.

Collectors provide both mobility and land access gathering trips from localized areas and feed them onto the arterial network.

Connection a street or road, open to vehicular travel, which joins a road from the state highway system to any other road, entity, or to another state-owned road. A connection is usually much shorter than a spur or frontage road.

Couplet is the two roadways of a divided highway, often named differently, approximately parallel with traffic flow in opposite directions and separated by accessible land uses. Examples of couplets include:

- Marion Street bridge and Center Street Bridge on Hwy 030 in Salem
- Liberty Rd and Commercial Street on Hwy 072 in Salem

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- Vista Ridge Tunnels of Sunset Hwy on Hwy 047 in the Portland area. (Sunset Hwy couplet carries only one name.).

Divided Highway – A two-way highway with the directions separated by more than 4 feet. (This includes most of the Interstate System.)

Fatal Crash is any motor vehicle or other road vehicle crash that results in fatal injuries to one or more persons.

Fixed Object or Other Object Collision – A fixed or other object collision results when one vehicle strikes a fixed or other object on the roadway or off roadway. An event code should be coded describing what was hit.

Frontage road is a road, secondary to and generally parallel to a highway, providing service to abutting property and adjacent areas for control of access. A frontage road may or may not be connected to the highway it services.

Gore – A gore is the area inside the triangular space that divides a ramp exit or entrance from the mainline roadway. Its purpose is to provide recovery room for a vehicle and it will also be where one would find an impact attenuating device.

Head-On Collision – The head-on type of collision results when the drivers of two vehicles traveling in opposite directions on parallel paths attempt to occupy the same position at the same time and find their forward movement impeded. It is not necessary for the vehicles to collide head-on; that is, for each to be struck perpendicularly to the front of the car. It is the alteration of the intended path of travel that defines the type of collision. To conform with the definition, any attempted maneuver to avoid the collision is inconsequential to the complete crash.

Impact attenuator – You may see a plastic barrel filled with water referred to as a "water bumper" as an attenuation device. They are what is now referred to as "crash cushions". Their intent is to divert and decelerate impacts of vehicles from striking more rigid objects, to reduce the crash severity of hitting other objects. Hence a kind of "crash cushion". They are meant to prevent heavy impacts with guardrail ends or concrete median ends which do not move and cause much more severe damage to a vehicle.

Jiggle bar – This refers to a raised generally painted channelization barrier. i.e., (raised //////////) in the roadway that is intended to distinctly separate traffic without the construction of a solid traffic island or solid median barrier. They appear as a series or group of painted bumps placed in a line or v-formation, separating roadways hence channelizing traffic onto or away from another roadway.

Locals provide land access. Local roads are lower volume roadways that provide direct land access but are not designed to serve through traffic needs focusing on land access and relatively short trips and include all other public roads.

Mainline The mainline portion of the highway refers to all roadways for a highway, excluding connections, frontage roads, and couplets. (This is a slight variation to the way mainline is defined by ODOT terms and definitions, for the purposes of coding for the Crash Analysis and Reporting Unit (CAR)).

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Miscellaneous Collisions– Miscellaneous collisions include all animal crashes except animals drawing vehicles, and all crashes Not classifiable under the above types. Typical crashes included – hitting a wild or domestic animal, lost load, or drive shaft fell from vehicle.

Motor Vehicle in Transport – per ANSI D16.1-1996, definition 2.2.34 "when applied to motor vehicles, "in transport" means in motion or on a roadway". This includes driverless motor vehicles that are in motion, motionless motor vehicles that are within the travel portion of the roadway, disabled vehicles on a roadway, and others.

Non-Collision – A non-collision crash is one in which only one vehicle is involved and is not classifiable as another collision; i.e. rollover, etc.

Non-Fatal Injury Crash is a motor vehicle crash that results in any injury, not resulting in death, to one or more persons.

Overlapping Mileage – A new overlapping length of roadway on an already existing milepointed section of road. This occurs when a road must be lengthened, other than at the end , and additional mileage has been added.

Parking Maneuver Collision – A parking maneuver collision results when a vehicle in the act of entering or leaving a parked position is involved in a collision. A parking maneuver continues until the vehicle has completely cleared the parked position and is moving in the traffic lane. The reverse is true for a vehicle entering a parked position.

Pedestrian Collision – A pedestrian collision results when the first harmful event is any impact between a motor vehicle in traffic and a pedestrian. Does not include any crash where a pedestrian is injured after the initial vehicle impact. In this case, the first harmful event would be the collision type (i.e. rear-end collision) with the pedestrian being coded as a supplemental event to the crash.

Per PAR – When this phrase is used, it means that the officer is stating his or her opinion and not just documenting a witness statement.

Posted Speed – The maximum speed that you may travel on the road. It begins where a black on white speed sign is posted and ends where a different black on white speed sign is posted.

Property Damage Only Collision – Any motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle or other road vehicle or to other property, including injury to domestic animals.

Rear-End Collision – A rear end collision results when a vehicle traveling in the same direction or parallel on the same path as another vehicle, collides with the rear end or a second vehicle. In this type, the direction of travel was parallel but continuous.

Regular Mileage – The majority of the highway system is coded as regular mileage. This means that the roadway is "normal".

Reverse Direction (non-add) – The opposite of add mileage. The direction of travel in which mileposts decrease. The Pacific Highway 1, Interstate 5, is the only exception in that the non-add mileage is accumulated in the direction of increasing milepoints.

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Road Rage is defined as "an assault with a motor vehicle or other dangerous weapon by the operator or passenger(s) of another motor vehicle or an assault precipitated by an incident that occurred on a roadway." Road rage requires willful and wanton disregard for the safety of others. (Cited per NHTSA web page http://www.nhtsa.dot.gov./people/injury/aggressive/Aggressive%20Web/sse_1.html)

Roadway is that part of a trafficway designed, improved, and ordinarily used for vehicular travel. The crash data technician considers the boundary lines to be the lateral limits of the traffic lanes. Thus, parking lanes and shoulders are NOT part of the roadway. Also, a parking lane ceases to exist and is considered a traffic lane when parking along a street is prohibited continuously, or during hours the parking lane is required to be clear for traffic.

Rural Major Collectors link county seats and communities not served by arterials but have an intra-county rather than statewide focus.

Rural Minor Arterials also focus on mobility but typically link smaller cities and towns and other statewide traffic generators, such as resorts that are not served by principal arterials.

Rural Minor Collectors collect traffic from local roads and smaller communities.

Rural Principal Arterials focus on statewide and interstate mobility and typically include the Interstate System and other rural freeways that serve longer distance high-volume corridors.

Sideswipe-Meeting Collision – A side swipe meeting collision results when vehicles traveling in opposite directions on parallel paths collide. The side of at least one of the vehicles must be involved.

Sideswipe-Overtaking Collision – A side swipe overtaking collision results when vehicles traveling in the same direction on parallel paths collide. The side of at least one of the vehicles must be involved.

Spur Mileage – A spur is an off shoot of the "normal" highway alignment. It may be a two-way or one-way roadway. An example of a spur is Grants Pass Parkway in the City of Grants Pass. This spur runs eastbound off the "normal" route for OR 99, Highway 25.

State Highway - A land-based public way designated by the Oregon Transportation Commission as a highway for the purpose of vehicular travel. The State of Oregon commonly has, but may not have all, right, title, interest, jurisdiction, maintenance and control of the entire area with the highway right-of-way.

Temporary Mileage – A highway route that is a temporary alignment at the time. These alignments will be identified in the highway references and they have no distinguishing difference from a "normal" route other then their expected length of service.

Turning Leg (configuration recognized in crash coding) is a travel lane for channelizing traffic at right-angles most commonly found at an intersection. (Not to be mistaken for a right turn lane.) A common form of turning leg is noted by a triangular shaped island, raised curb, or painted, that separates right-turning traffic from through traffic at an intersection.

Turning Movement Collision – A turning movement collision results when one or more vehicles in the act of a turning maneuver is involved in a collision with another vehicle.

Two-way Highway – Both directions of travel on the same roadway are separated by 4 feet or less.

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Urban Collectors focus on mobility and land access by serving both intra-urban and local trips that take travelers to arterials.

Urban Minor Arterials focus on mobility but serve shorter trips between traffic generators within urban areas.

Urban Principal Arterials focus on mobility by serving trips through urban areas and long distance trips between traffic generators within an urban area.

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DELIBERATE INTENT

According to the ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, definition 2.4.2. Deliberate intent is the classification given to the cause of an event which occurs when a person acts deliberately to cause the event or deliberately refrains from prudent acts which would prevent occurrence of the event.

Inclusions:

- Suicide
- Self-inflicted injury
- Homicide
- Injury or damage purposely inflicted
- And others

Exclusions:

- Injury or damage beyond that which was intended
- And others

Example:

1. When a driver intentionally kills or injures himself with a motor vehicle, by driving it against a fixed object or into a body of water, for example, the driver's death or injury is a result of deliberate intent.
2. When a driver intentionally kills or injures another person with a motor vehicle, by running into a pedestrian, for example, the death or injury is a result of deliberate intent.
3. When a driver intentionally causes damage with a motor vehicle, by ramming another vehicle, for example, the damage is a result of deliberate intent.

Undergoing Revision

CDS APPLICATION

DELIBERATE INTENT (DO NOT CODE)

A woman is mad at her husband and slams her car into his.

Two guys get into an argument and one of them decides to run the other one over and kills him.

A guy drives his vehicle over the side of a bridge, plunging into the river, in an attempt to commit suicide.

CRASH (CODE)

If an intentional act to cause injury or damage results in injury or damage beyond that reasonably expected from the act, the unexpected injury or damage is not the result of deliberate intent, therefore, the resulting crash would be coded.

A guy intentionally drives his vehicle over the side of a bridge, plunging to the highway below and lands on another vehicle. Do not code the first crash, but do code the collateral crash involving the second vehicle.

A driver tries to deliberately run another driver off the road, and loses control of his own vehicle, crashing into the ditch.

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LEGAL INTERVENTION

According to the ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, definition 2.4.3. Legal intervention is a category of deliberate intent in which the person who acts or refrains from acting is a law-enforcing agent or other official.

Example:

1. If a lawbreaker crashes either intentionally or unintentionally into a road block set up by police to stop him, the crash is considered a result of legal intervention. If a driver other than the lawbreaker crashes into the road block, the crash is not considered to be a result of legal intervention.
2. If a police car is intentionally driven into another vehicle, the crash is considered to result from legal intervention. If a lawbreaker being pursued by the police loses control of his vehicle and crashes, the crash is not considered to result from legal intervention unless the police intended that the lawbreaker crash.
3. If during the course of the pursuit, the police vehicle strikes a road vehicle other than the subject of the pursuit, a non-motorist, or property, then that harmful event is not legal intervention.

CDS APPLICATION

LEGAL INTERVENTION (DO NOT CODE)

A road block is set up to stop a lawbreaker, and the lawbreaker crashes into it, either intentionally or unintentionally.

A police car cuts in front of a car to force the car to the curb or shoulder and, as a result, the two cars collide.

A vehicle loses control as a result of bullets fired into it from a police officer's gun, and crashes.

CRASH (CODE)

A driver other than a lawbreaker crashes unintentionally into a roadblock.

A lawbreaker, while eluding the police loses control of his vehicle and crashes into another vehicle.

A police car skids and crashes while chasing a lawbreaker.

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UNSTABILIZED SITUATION

According to the ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, definition 2.4.4. An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or, in the absence of persons who are able to regain control, when all persons and property are at rest.

Example:

1. If intentional acts cause injury or damage beyond that reasonably to be expected from the acts, the unexpected injury or damage is not the result of deliberate intent. There is therefore, an unstabilized situation unless the contrary can be clearly established.
2. In a motor vehicle crash live electric wires fall on a motor vehicle, but there is no injury from the electric current while the occupants remain in the motor vehicle. The unstabilized situation ends with the occupants in a temporary position of safety. Any subsequent injury resulting from attempts by the occupants to leave the motor vehicle, or attempts by others to rescue the occupants, is a part of a new unstabilized situation.
3. In a motor vehicle crash the occupants of the motor vehicle are carried or thrown into water, but there is no injury from the submersion and the occupants reach a temporary position of safety. At this point the unstabilized situation has ended. Any subsequent injury from attempts by the occupants to reach shore, or from attempts by others to rescue the occupants is part of a new unstabilized situation.
4. In a motor vehicle crash objects are loosened by remain in place until all persons are removed from danger from objects that might fall or roll. No property damage would result if the objects fell or rolled. This ends the unstabilized situation. Any subsequent injury attributable to the fall or roll of the loosened objects is not part of the original unstabilized situation.
5. In a motor vehicle crash the motor vehicle catches on fire and is burning, but all occupants have been rescued and the fire is under control. No additional property damage is expected. This is the end of the unstabilized situation. If the heat of the fire ignites nearby combustible materials, any subsequent injury or damage from the induced ignition is not a part of the original unstabilized situation.
6. In a motor vehicle crash an involved motor vehicle carrying explosive materials is stopped and occupants and bystanders are removed from the scene. At this point the unstabilized situation is ended. If the explosive materials detonate during later attempts to remove or salvage them, any injury or damage resulting from the explosion is not a part of the original unstabilized situation.
7. A pedestrian is struck by a motor vehicle in transport which leaves the scene. The pedestrian comes to rest in the roadway. Any subsequent injury resulting from contact with another motor vehicle in transport is part of a new unstabilized situation.
8. A pedestrian is struck by a motor vehicle and thrown into the path of another motor vehicle and the pedestrian is struck a second time before coming to rest. There is only one unstabilized situation.
9. A motor vehicle in transport brakes, attempting to avoid a pedestrian crossing the roadway. The motor vehicle in transport strikes the pedestrian. At the same time (i.e., when the first vehicle started to brake and before it came to rest), a second motor vehicle in transport swerved to avoid a collision with the braking vehicle, striking a utility pole. The two motor

Unabridged Revision

vehicles in transport do not strike each other, but these events are all within one unstabilized situation.

Note – If thorough investigation fails to establish whether an accident scene is the result of one or more unstabilized situations, then it should be treated as a single unstabilized situation.

Undergoing Revision

FUNCTIONAL CLASSIFICATION and NHS STATUS on OREGON HIGHWAYS

(based on document maintained by Roadway Inventory and Classification Unit)

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
1		0.00	13.12	Yes	01-Rural Principal Arterial-Interstate		1	
1		13.12	35.62	Yes	11-Urban Principal Arterial-Interstate		3	Medford
1		35.62	55.46	Yes	01-Rural Principal Arterial-Interstate		1	
1		55.46	59.35	Yes	11-Urban Principal Arterial-Interstate		2	Grants Pass
1		59.35	117.73	Yes	01-Rural Principal Arterial-Interstate		1	
1		117.73	120.60	Yes	11-Urban Principal Arterial-Interstate		2	Green
1		120.60	121.16	Yes	01-Rural Principal Arterial-Interstate		1	
1		121.16	131.48	Yes	11-Urban Principal Arterial-Interstate		2	Roseburg
1		131.48	134.72	Yes	01-Rural Principal Arterial-Interstate		1	
1		134.72	137.15	Yes	11-Urban Principal Arterial-Interstate		2	Sutherlin
1		137.15	172.75	Yes	01-Rural Principal Arterial-Interstate		1	
1		172.75	175.40	Yes	11-Urban Principal Arterial-Interstate		2	Cottage Grove
1		175.40	188.01	Yes	01-Rural Principal Arterial-Interstate		1	
1		188.01	200.17	Yes	11-Urban Principal Arterial-Interstate		4	Eugene
1		200.17	230.10	Yes	01-Rural Principal Arterial-Interstate		1	
1		230.10	235.08	Yes	11-Urban Principal Arterial-Interstate		2	Albany
1		235.08	248.62	Yes	01-Rural Principal Arterial-Interstate		1	
1		248.62	262.40	Yes	11-Urban Principal Arterial-Interstate		4	Salem
1		262.40	270.79	Yes	01-Rural Principal Arterial-Interstate		1	
1		270.79	273.06	Yes	11-Urban Principal Arterial-Interstate		2	Woodburn
1		273.06	282.56	Yes	01-Rural Principal Arterial-Interstate		1	
1		282.56	308.38	Yes	11-Urban Principal Arterial-Interstate		4	Portland
2		0.00	17.78	Yes	11-Urban Principal Arterial-Interstate		4	Portland
2		17.78	61.13	Yes	01-Rural Principal Arterial-Interstate		1	
2		61.13	64.70	Yes	11-Urban Principal Arterial-Interstate		2	Hood River
2		64.70	81.39	Yes	01-Rural Principal Arterial-Interstate		1	
2		81.39	87.79	Yes	11-Urban Principal Arterial-Interstate		2	The Dalles
2		87.79	167.58	Yes	01-Rural Principal Arterial-Interstate		1	
2		167.58	184.08	No	02-Rural Principal Arterial-Other		1	
2		184.08	184.87	Yes	02-Rural Principal Arterial-Other		1	
2		184.87	203.28	No	06-Rural Minor Arterial		1	
3		0.00	2.64	No	14-Urban Principal Arterial-Other		4	Portland
3		2.64	6.13	No	16-Urban Minor Arterial		4	Portland
3		6.13	11.29	Yes	14-Urban Principal Arterial-Other		4	Portland
3		11.29	11.66	No	16-Urban Minor Arterial		4	Portland
4		0.00	0.96	No	14-Urban Principal Arterial-Other		2	The Dalles
4	Z	0.94	0.96	No	14-Urban Principal Arterial-Other		2	The Dalles
4		0.96	1.27	No	14-Urban Principal Arterial-Other		2	The Dalles
4		1.27	67.17	No	06-Rural Minor Arterial		1	
4		67.17	91.15	Yes	02-Rural Principal Arterial-Other		1	
4		91.15	96.92	Yes	14-Urban Principal Arterial-Other		2	Madras
4		96.92	119.02	Yes	02-Rural Principal Arterial-Other		1	
4		119.02	124.41	Yes	14-Urban Principal Arterial-Other		2	Redmond
4		124.41	132.19	Yes	02-Rural Principal Arterial-Other		1	

Functional Class Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
4		132.19	134.93	Yes	14-Urban Principal Arterial-Other		3	Bend
4		134.93	140.87	No	14-Urban Principal Arterial-Other		3	Bend
4		140.87	143.47	Yes	14-Urban Principal Arterial-Other		3	Bend
4		143.47	162.67	Yes	02-Rural Principal Arterial-Other		1	
4		162.67	168.18	Yes	14-Urban Principal Arterial-Other		2	La Pine
4		168.18	271.27	Yes	02-Rural Principal Arterial-Other		1	
4		271.27	279.32	Yes	14-Urban Principal Arterial-Other	.	2	Klamath Falls
4		279.32	291.73	Yes	02-Rural Principal Arterial-Other		1	
5		0.00	1.13	No	06-Rural Minor Arterial		1	
5	Z	0.97	1.13	No	06-Rural Minor Arterial		1	
5		1.13	124.17	No	06-Rural Minor Arterial		1	
5		124.17	278.21	Yes	02-Rural Principal Arterial-Other		1	
6		167.58	206.68	Yes	01-Rural Principal Arterial-Interstate		1	
6		206.68	211.57	Yes	11-Urban Principal Arterial-Interstate		2	Pendleton
6		211.57	259.41	Yes	01-Rural Principal Arterial-Interstate		1	
6		259.41	263.02	Yes	11-Urban Principal Arterial-Interstate		2	LaGrande
6		263.02	302.71	Yes	01-Rural Principal Arterial-Interstate		1	
6		302.71	306.33	Yes	11-Urban Principal Arterial-Interstate		2	Baker City
6		306.33	374.39	Yes	01-Rural Principal Arterial-Interstate		1	
6		374.39	378.01	Yes	11-Urban Principal Arterial-Interstate		2	Ontario
7		0.51	3.58	Yes	14-Urban Principal Arterial-Other		3	Bend
7		3.58	258.20	Yes	02-Rural Principal Arterial-Other		1	
7		258.20	266.82	No	06-Rural Minor Arterial		1	
8		-1.77	0.99	Yes	14-Urban Principal Arterial-Other		2	Pendleton
8		0.99	24.98	Yes	02-Rural Principal Arterial-Other		1	
8		24.98	32.77	Yes	14-Urban Principal Arterial-Other		2	Milton-Freewater
8		32.77	35.32	Yes	02-Rural Principal Arterial-Other		1	
9		0.00	2.93	Yes	02-Rural Principal Arterial-Other		1	
9		2.93	4.99	Yes	14-Urban Principal Arterial-Other		2	Astoria
9		4.99	19.31	Yes	02-Rural Principal Arterial-Other		1	
9		19.31	22.76	Yes	14-Urban Principal Arterial-Other		2	Seaside
9		22.76	23.16	Yes	02-Rural Principal Arterial-Other		1	
9		23.16	23.34	Yes	14-Urban Principal Arterial-Other		2	Seaside
9		23.34	24.15	Yes	02-Rural Principal Arterial-Other		1	
9		24.15	24.59	Yes	14-Urban Principal Arterial-Other		2	Seaside
9		24.59	49.57	Yes	02-Rural Principal Arterial-Other		1	
9	Z	45.31	49.57	Yes	02-Rural Principal Arterial-Other		1	
9		49.57	105.45	Yes	02-Rural Principal Arterial-Other		1	
9		105.45	118.70	Yes	14-Urban Principal Arterial-Other		2	Lincoln City
9		118.70	136.25	Yes	02-Rural Principal Arterial-Other		1	
9		136.25	146.50	Yes	14-Urban Principal Arterial-Other		2	Newport
9		146.50	187.11	Yes	02-Rural Principal Arterial-Other		1	
9		187.11	191.02	Yes	14-Urban Principal Arterial-Other		2	Florence
9		191.02	234.01	Yes	02-Rural Principal Arterial-Other		1	
9		234.01	239.63	Yes	14-Urban Principal Arterial-Other		2	Coos Bay/North Bend
9		239.63	354.64	Yes	02-Rural Principal Arterial-Other		1	
9		354.64	357.99	Yes	14-Urban Principal Arterial-Other		2	Brookings
9		357.99	363.11	Yes	02-Rural Principal Arterial-Other		1	
10		0.00	1.61	No	14-Urban Principal Arterial-Other		2	LaGrande
10		1.61	71.42	No	02-Rural Principal Arterial-Other		1	

In Progress Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
11		0.00	43.19	No	06-Rural Minor Arterial		1	
12		0.00	1.57	No	14-Urban Principal Arterial-Other		2	Baker City
12		1.57	2.43	Yes	11-Urban Principal Arterial-Interstate	Common With Hwy 6	2	Baker City
12		2.43	2.77	No	16-Urban Minor Arterial		2	Baker City
12	Z	2.52	2.77	No	07-Rural Major Collector		1	
12		2.77	70.80	No	07-Rural Major Collector		1	
12	Y	53.55	54.70	No	07-Rural Major Collector	Baker-Copperfield Spur	1	
14		0.00	1.02	No	16-Urban Minor Arterial		2	Prineville
14		1.02	27.39	No	07-Rural Major Collector		1	
14	Z	25.04	27.39	No	07-Rural Major Collector		1	
14		27.39	42.51	No	07-Rural Major Collector		1	
15		-0.06	0.37	Yes	14-Urban Principal Arterial-Other		4	Eugene
15	Z	0.36	0.37	Yes	14-Urban Principal Arterial-Other		3	Eugene
15		0.37	10.33	Yes	14-Urban Principal Arterial-Other		4	Eugene
15		10.33	55.46	Yes	02-Rural Principal Arterial-Other		1	
15		55.46	92.05	No	07-Rural Major Collector		1	
15	Z	91.85	92.03	No	07-Rural Major Collector		1	
15	Z	92.03	92.05	No	02-Rural Principal Arterial-Other		1	
15		92.05	110.14	Yes	02-Rural Principal Arterial-Other		1	
15		110.14	111.94	Yes	14-Urban Principal Arterial-Other		2	Redmond
16		-0.03	2.88	No	14-Urban Principal Arterial-Other		2	Albany
16		2.88	11.69	No	06-Rural Minor Arterial		1	
16		11.69	12.23	No	02-Rural Principal Arterial-Other		1	
16		12.23	16.45	No	14-Urban Principal Arterial-Other		2	Lebanon
16		16.45	26.60	No	02-Rural Principal Arterial-Other		1	
16		26.60	31.32	No	14-Urban Principal Arterial-Other		2	Sweet Home
16		31.32	71.52	No	02-Rural Principal Arterial-Other		1	
16		71.52	100.12	Yes	02-Rural Principal Arterial-Other		1	
17		0.00	17.48	Yes	02-Rural Principal Arterial-Other		1	
17		17.48	20.99	Yes	14-Urban Principal Arterial-Other		3	Bend
18		-0.30	1.25	Yes	14-Urban Principal Arterial-Other		4	Eugene
18		1.25	86.45	Yes	02-Rural Principal Arterial-Other		1	
19		0.00	120.57	No	06-Rural Minor Arterial		1	
19		120.57	157.73	Yes	02-Rural Principal Arterial-Other		1	
20		-0.14	0.19	No	14-Urban Principal Arterial-Other		2	Klamath Falls
20		0.95	3.28	No	16-Urban Minor Arterial		2	Klamath Falls
20		3.28	7.20	Yes	14-Urban Principal Arterial-Other		2	Klamath Falls
20		7.20	96.37	Yes	02-Rural Principal Arterial-Other		1	
21		0.73	2.50	No	14-Urban Principal Arterial-Other		3	Medford
21		2.50	13.66	No	06-Rural Minor Arterial		1	
21	Z	13.00	13.66	No	06-Rural Minor Arterial		1	
21		13.66	57.48	No	06-Rural Minor Arterial		1	
21		57.48	57.93	No	16-Urban Minor Arterial		2	Klamath Falls
21		57.93	58.86	No	14-Urban Principal Arterial-Other		2	Klamath Falls
21		58.86	59.05	Yes	14-Urban Principal Arterial-Other		2	Klamath Falls
22		0.05	0.41	No	14-Urban Principal Arterial-Other		3	Medford
22		0.41	6.03	Yes	14-Urban Principal Arterial-Other		3	Medford

Hearings Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
22		6.03	11.22	No	16-Urban Minor Arterial		3	Medford
22		11.22	29.18	No	06-Rural Minor Arterial		1	
22	Z	29.16	29.18	No	06-Rural Minor Arterial		1	
22		29.18	57.22	No	06-Rural Minor Arterial		1	
22		57.22	103.95	No	07-Rural Major Collector		1	
23		0.00	6.97	No	07-Rural Major Collector		1	
25		-2.74	3.59	Yes	14-Urban Principal Arterial-Other		2	Grants Pass
25		3.59	41.69	Yes	02-Rural Principal Arterial-Other		1	
25	Y	-0.69	1.99	No	14-Urban Principal Arterial-Other	Redwood Spur	2	Grants Pass
26		-0.10	0.35	No	16-Urban Minor Arterial		4	Portland
26		0.35	9.96	No	14-Urban Principal Arterial-Other		4	Portland
26		14.18	17.57	Yes	14-Urban Principal Arterial-Other		4	Portland
26		17.57	22.49	Yes	02-Rural Principal Arterial-Other		1	
26		22.49	26.29	Yes	14-Urban Principal Arterial-Other		2	Sandy
26		26.29	101.82	Yes	02-Rural Principal Arterial-Other		1	
27		0.00	58.00	No	06-Rural Minor Arterial		1	
27		58.00	58.56	No	16-Urban Minor Arterial		3	Corvallis
28		0.05	1.70	No	14-Urban Principal Arterial-Other		2	Pendleton
28		1.70	3.28	Yes	14-Urban Principal Arterial-Other		2	Pendleton
28		3.28	120.51	Yes	02-Rural Principal Arterial-Other		1	
29		0.05	2.85	No	14-Urban Principal Arterial-Other		4	Portland
29		2.85	17.88	Yes	14-Urban Principal Arterial-Other		4	Portland
29		17.88	19.96	No	14-Urban Principal Arterial-Other		4	Portland
29		19.96	21.85	No	16-Urban Minor Arterial		4	Portland
29		21.85	42.46	No	06-Rural Minor Arterial		1	
30		0.00	21.19	Yes	02-Rural Principal Arterial-Other		1	
30		21.19	26.14	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Salem
31		0.10	2.92	No	14-Urban Principal Arterial-Other		3	Corvallis
31		2.92	3.77	No	16-Urban Minor Arterial		3	Corvallis
31		3.77	8.43	No	06-Rural Minor Arterial		1	
31		8.43	11.28	No	14-Urban Principal Arterial-Other		2	Albany
32		0.00	24.97	No	06-Rural Minor Arterial		1	
33		0.00	1.84	Yes	14-Urban Principal Arterial-Other		2	Newport
33		1.84	42.18	Yes	02-Rural Principal Arterial-Other		1	
33	Z	42.07	42.18	Yes	02-Rural Principal Arterial-Other		1	
33		42.18	49.72	Yes	02-Rural Principal Arterial-Other		1	
33		49.72	56.14	Yes	14-Urban Principal Arterial-Other		3	Corvallis
33		56.14	56.80	Yes	02-Rural Principal Arterial-Other		1	
35		0.00	69.37	Yes	02-Rural Principal Arterial-Other		1	
35	Z	69.36	69.37	Yes	02-Rural Principal Arterial-Other		1	
35		69.37	74.46	Yes	02-Rural Principal Arterial-Other		1	
35		74.46	77.20	Yes	14-Urban Principal Arterial-Other		2	Green
36		0.00	0.74	No	09-Rural Local		1	
36		0.74	30.03	No	07-Rural Major Collector		1	
36		30.03	30.75	No	16-Urban Minor Arterial		2	Pendleton
37		0.00	51.62	No	06-Rural Minor Arterial		1	
38		0.00	1.33	No	06-Rural Minor Arterial		1	
38		1.33	19.33	No	07-Rural Major Collector		1	
39		-0.22	43.51	Yes	02-Rural Principal Arterial-Other		1	

Highways Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
39		43.51	48.54	Yes	14-Urban Principal Arterial-Other		2	McMinnville
39		48.54	52.71	Yes	02-Rural Principal Arterial-Other		1	
39	Y	46.26	46.85	No	14-Urban Principal Arterial-Other	McMinnville Spur	2	McMinnville
40		0.97	3.41	No	14-Urban Principal Arterial-Other		4	Portland
41		-0.06	2.32	Yes	14-Urban Principal Arterial-Other		2	Redmond
41		2.32	14.79	Yes	02-Rural Principal Arterial-Other		1	
41		14.79	20.74	Yes	14-Urban Principal Arterial-Other		2	Prineville
41		20.74	98.36	Yes	02-Rural Principal Arterial-Other		1	
42		-0.43	68.66	Yes	02-Rural Principal Arterial-Other		1	
43		0.00	2.35	No	14-Urban Principal Arterial-Other		2	Monmouth/Independence
44		0.18	26.03	No	07-Rural Major Collector		1	
45		0.00	57.13	Yes	02-Rural Principal Arterial-Other		1	
46		0.04	19.03	No	07-Rural Major Collector		1	
47		-0.10	61.04	Yes	02-Rural Principal Arterial-Other		1	
47		61.04	73.75	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Portland
47		73.75	73.94	Yes	16-Urban Minor Arterial		4	Portland
47		73.94	74.62	No	16-Urban Minor Arterial		4	Portland
48		0.00	67.61	Yes	02-Rural Principal Arterial-Other		1	
49		0.00	90.02	Yes	02-Rural Principal Arterial-Other		1	
50		-6.87	-2.24	Yes	14-Urban Principal Arterial-Other		2	Klamath Falls
50		-2.24	-0.85	Yes	14-Urban Principal Arterial-Other	Common with Hwy 20	2	Klamath Falls
50	Z	-0.87	-0.85	Yes	14-Urban Principal Arterial-Other	Common with Hwy 20	2	Klamath Falls
50		-0.85	0.00	Yes	14-Urban Principal Arterial-Other	Common with Hwy 20	2	Klamath Falls
50		0.00	2.15	Yes	14-Urban Principal Arterial-Other		2	Klamath Falls
50		2.15	16.51	Yes	02-Rural Principal Arterial-Other		1	
50		16.51	27.10	No	07-Rural Major Collector		1	
50	Y	4.97	5.10	No	16-Urban Minor Arterial	Esplanade Spur	2	Klamath Falls
51		-0.31	-0.23	No	16-Urban Minor Arterial		4	Portland
51		-0.23	5.63	No	06-Rural Minor Arterial		1	
52		0.00	83.15	No	06-Rural Minor Arterial		1	
53		57.45	106.88	Yes	02-Rural Principal Arterial-Other		1	
53	Z	106.86	106.88	Yes	02-Rural Principal Arterial-Other		1	
53		106.88	115.11	Yes	02-Rural Principal Arterial-Other		1	
53		115.11	117.58	Yes	14-Urban Principal Arterial-Other		2	Madras
54		0.04	3.78	Yes	02-Rural Principal Arterial-Other		1	
54		3.78	8.45	Yes	14-Urban Principal Arterial-Other		2	Hermiston
54		8.45	12.90	Yes	02-Rural Principal Arterial-Other		1	
58		0.00	6.30	No	14-Urban Principal Arterial-Other		2	Albany
58		6.30	32.37	No	06-Rural Minor Arterial		1	
60		0.00	2.09	No	14-Urban Principal Arterial-Other		2	Grants Pass
60		2.09	14.95	No	06-Rural Minor Arterial		1	
61		-0.04	4.21	Yes	11-Urban Principal Arterial-Interstate		4	Portland
62		0.02	0.74	Yes	14-Urban Principal Arterial-Other		2	Florence
62		0.74	47.46	Yes	02-Rural Principal Arterial-Other		1	

Undergoing Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
62	Z	47.27	47.46	Yes	02-Rural Principal Arterial-Other		1	
62		47.46	52.69	Yes	02-Rural Principal Arterial-Other		1	
63		0.00	1.64	No	14-Urban Principal Arterial-Other		3	Medford
63		3.60	5.48	No	14-Urban Principal Arterial-Other		3	Medford
63		8.13	19.46	No	14-Urban Principal Arterial-Other		3	Medford
63		20.84	21.96	No	14-Urban Principal Arterial-Other		3	Medford
63		21.96	22.52	No	16-Urban Minor Arterial		3	Medford
63		22.52	24.12	No	06-Rural Minor Arterial		1	
64		0.00	2.13	Yes	11-Urban Principal Arterial-Interstate		4	Portland
64		2.13	5.11	Yes	01-Rural Principal Arterial-Interstate		1	
64		5.11	26.56	Yes	11-Urban Principal Arterial-Interstate		4	Portland
66		-0.08	0.19	No	02-Rural Principal Arterial-Other		1	
66		0.19	4.43	No	14-Urban Principal Arterial-Other		2	LaGrande
66		4.43	16.51	No	06-Rural Minor Arterial		1	
66		16.51	49.27	No	07-Rural Major Collector		1	
66		49.27	51.79	No	16-Urban Minor Arterial		2	Baker City
66		51.79	53.86	No	14-Urban Principal Arterial-Other		2	Baker City
66		53.86	54.46	No	06-Rural Minor Arterial		1	
67		-0.03	3.92	No	14-Urban Principal Arterial-Other		2	Pendleton
67		3.92	4.62	Yes	14-Urban Principal Arterial-Other	Common with Hwy 8	2	Pendleton
67		4.62	5.03	No	14-Urban Principal Arterial-Other		2	Pendleton
67		5.03	6.60	No	06-Rural Minor Arterial		1	
68		0.00	10.18	No	14-Urban Principal Arterial-Other		4	Portland
69		0.00	1.26	Yes	02-Rural Principal Arterial-Other		1	
69		1.26	6.25	Yes	14-Urban Principal Arterial-Other		4	Eugene
69		6.25	12.79	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Eugene
69		12.79	13.00	No	12-Urban Principal Arterial-Other Fwy or Exp		4	Eugene
70		0.00	11.21	Yes	01-Rural Principal Arterial-Interstate		1	
71		0.00	49.17	No	06-Rural Minor Arterial		1	
71		49.17	50.96	No	14-Urban Principal Arterial-Other		2	Baker City
72		0.00	3.34	No	12-Urban Principal Arterial-Other Fwy or Exp		4	Salem
72		3.34	5.19	No	14-Urban Principal Arterial-Other		4	Salem
72		5.19	7.92	Yes	14-Urban Principal Arterial-Other		4	Salem
72		7.92	8.48	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Salem
81		-6.09	3.75	Yes	14-Urban Principal Arterial-Other		4	Portland
81		1.00	5.46	Yes	14-Urban Principal Arterial-Other		4	Portland
81		5.46	15.01	No	14-Urban Principal Arterial-Other		4	Portland
81		15.01	19.26	No	06-Rural Minor Arterial		1	
81		19.26	22.05	No	14-Urban Principal Arterial-Other		2	Canby
81		22.05	30.87	No	06-Rural Minor Arterial		1	
81		30.87	33.62	No	14-Urban Principal Arterial-Other		2	Woodburn
81		33.62	42.21	No	06-Rural Minor Arterial		1	
81		42.21	46.49	No	14-Urban Principal Arterial-Other		4	Salem
91		-5.76	-4.75	No	16-Urban Minor Arterial		4	Portland
91		-0.44	-0.06	No	16-Urban Minor Arterial		4	Portland
91		0.85	1.67	No	16-Urban Minor Arterial		4	Portland
91		1.67	7.56	No	14-Urban Principal Arterial-Other		4	Portland
91		7.56	19.00	Yes	14-Urban Principal Arterial-Other		4	Portland
91	Z	18.99	19.00	Yes	14-Urban Principal Arterial-Other		4	Portland

Legislative Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
91		19.00	19.88	Yes	14-Urban Principal Arterial-Other		4	Portland
91		19.88	21.36	Yes	02-Rural Principal Arterial-Other		1	
91		21.36	24.29	Yes	14-Urban Principal Arterial-Other		2	Newberg
91		24.29	24.58	Yes	02-Rural Principal Arterial-Other		1	
91	Z	24.49	24.58	Yes	02-Rural Principal Arterial-Other		1	
91		24.58	29.79	Yes	02-Rural Principal Arterial-Other		1	
91		29.79	35.01	No	06-Rural Minor Arterial		1	
91		35.01	39.05	No	14-Urban Principal Arterial-Other		2	McMinnville
91	Z	39.01	39.05	No	14-Urban Principal Arterial-Other		2	McMinnville
91		39.05	39.34	No	14-Urban Principal Arterial-Other		2	McMinnville
91		39.34	62.32	No	06-Rural Minor Arterial		1	
91		62.32	64.09	No	14-Urban Principal Arterial-Other		2	Monmouth/Independence
91		64.09	74.99	No	06-Rural Minor Arterial		1	
91		74.99	77.94	No	14-Urban Principal Arterial-Other		3	Corvallis
91	Z	77.90	77.94	No	14-Urban Principal Arterial-Other		3	Corvallis
91		77.94	86.50	No	14-Urban Principal Arterial-Other		3	Corvallis
91	Z	86.49	86.50	No	14-Urban Principal Arterial-Other		3	Corvallis
91		86.50	87.71	No	14-Urban Principal Arterial-Other		3	Corvallis
91		87.71	108.92	No	06-Rural Minor Arterial		1	
91	Z	108.89	108.92	No	06-Rural Minor Arterial		1	
91		108.92	115.04	No	06-Rural Minor Arterial		1	
91		115.04	115.84	No	14-Urban Principal Arterial-Other		4	Eugene
91		115.84	117.04	No	14-Urban Principal Arterial-Other		4	Eugene
91		117.04	124.02	Yes	14-Urban Principal Arterial-Other		4	Eugene
91	Z	124.00	124.02	Yes	14-Urban Principal Arterial-Other		3	Eugene
91		124.02	126.37	Yes	14-Urban Principal Arterial-Other		4	Eugene
92		0.95	1.97	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Portland
92		1.97	9.98	Yes	14-Urban Principal Arterial-Other		4	Portland
92		9.98	26.11	Yes	02-Rural Principal Arterial-Other		1	
92		26.11	29.65	Yes	14-Urban Principal Arterial-Other		2	St. Helens
92		29.65	45.88	Yes	02-Rural Principal Arterial-Other		1	
92		45.88	49.87	Yes	14-Urban Principal Arterial-Other		2	Rainier
92		49.87	94.63	Yes	02-Rural Principal Arterial-Other		1	
92		94.63	99.34	Yes	14-Urban Principal Arterial-Other		2	Astoria
100		0.00	1.14	No	16-Urban Minor Arterial		4	Portland
100		1.14	4.44	No	17-Urban Collector		4	Portland
100		4.44	22.25	No	07-Rural Major Collector		1	
100		22.25	30.00	Yes	01-Rural Principal Arterial-Interstate	Common with Hwy 2	1	
100		30.00	31.28	No	06-Rural Minor Arterial		1	
100		31.28	34.49	No	07-Rural Major Collector	Located Line	1	
100		34.49	48.00	Yes	01-Rural Principal Arterial-Interstate	Common with Hwy 2	1	
100		48.00	48.68	Yes	11-Urban Principal Arterial-Interstate	Common with Hwy 2	2	Hood River
100		48.68	51.07	No	16-Urban Minor Arterial		2	Hood River
100		51.07	51.26	No	06-Rural Minor Arterial		1	
100		51.26	51.98	N	08-Rural Minor Collector		1	
100		51.98	52.48	No	09-Rural Local		1	

Undergoing Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
100		52.48	56.91	No	09-Rural Local	Located Line	1	
100		56.91	57.53	No	08-Rural Minor Collector		1	
100		57.53	58.28	No	07-Rural Major Collector		1	
100		58.28	66.16	No	08-Rural Minor Collector		1	
100		66.16	72.11	No	07-Rural Major Collector		1	
100		72.11	72.37	No	17-Urban Collector		2	The Dalles
102		0.18	2.64	No	14-Urban Principal Arterial-Other		2	Astoria
102		2.64	2.82	No	17-Urban Collector		2	Astoria
102		2.82	53.19	No	07-Rural Major Collector		1	
102		53.19	57.11	No	06-Rural Minor Arterial		1	
102		57.11	76.96	No	07-Rural Major Collector		1	
102		76.96	80.83	Yes	02-Rural Principal Arterial-Other	Common with Hwy 47	1	
102		80.83	88.62	Yes	02-Rural Principal Arterial-Other		1	
102		88.62	90.64	Yes	14-Urban Principal Arterial-Other		4	Portland
103		0.00	9.02	No	07-Rural Major Collector		1	
104		0.00	6.03	No	07-Rural Major Collector		1	
104	Y	4.44	5.38	No	07-Rural Major Collector	Fort Stevens Spur	1	
105		0.00	6.85	No	07-Rural Major Collector		1	
105		6.85	7.25	No	16-Urban Minor Arterial		2	Astoria
110		0.00	11.89	No	07-Rural Major Collector		1	
120		0.00	2.71	Yes	16-Urban Minor Arterial		4	Portland
123		0.00	1.31	Yes	16-Urban Minor Arterial		4	Portland
123		1.31	6.15	No	16-Urban Minor Arterial		4	Portland
123		6.15	10.88	No	14-Urban Principal Arterial-Other		4	Portland
123		10.88	11.25	Yes	14-Urban Principal Arterial-Other		4	Portland
123		11.25	14.76	No	14-Urban Principal Arterial-Other		4	Portland
130		-0.10	9.30	No	07-Rural Major Collector		1	
131		0.00	9.08	No	07-Rural Major Collector		1	
138		-1.13	3.84	No	14-Urban Principal Arterial-Other		2	Roseburg
138		3.84	86.00	No	06-Rural Minor Arterial		1	
138		86.00	100.82	No	06-Rural Minor Arterial		1	
140		0.00	0.64	No	16-Urban Minor Arterial		4	Portland
140		0.64	17.92	No	06-Rural Minor Arterial		1	
140		17.92	20.19	No	14-Urban Principal Arterial-Other		2	Newberg
140		20.19	20.55	Yes	14-Urban Principal Arterial-Other	Common with Hwy 91	2	Newberg
140		20.55	20.73	No	14-Urban Principal Arterial-Other		2	Newberg
140	Z	20.65	20.73	No	14-Urban Principal Arterial-Other		2	Newberg
140		20.73	22.19	No	14-Urban Principal Arterial-Other		2	Newberg
140		22.19	25.01	No	02-Rural Principal Arterial-Other		1	
140		25.01	36.20	No	06-Rural Minor Arterial		1	
140		36.20	39.26	No	14-Urban Principal Arterial-Other		2	Woodburn
140		39.26	40.46	No	14-Urban Principal Arterial-Other	Common with Hwy 81	2	Woodburn
140	Z	39.31	39.66	No	14-Urban Principal Arterial-Other		2	Woodburn
140	Z	39.66	40.46	No	06-Rural Minor Arterial		1	
140		40.46	49.05	No	06-Rural Minor Arterial		1	
140		49.05	50.66	No	14-Urban Principal Arterial-Other		2	Silverton

Engrossing Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
141		2.57	7.07	No	16-Urban Minor Arterial		4	Portland
141		7.69	8.91	No	16-Urban Minor Arterial		4	Portland
141		11.52	13.14	No	16-Urban Minor Arterial		4	Portland
142		5.88	7.61	No	14-Urban Principal Arterial-Other		4	Portland
142		8.68	8.74	No	14-Urban Principal Arterial-Other		4	Portland
143		9.03	9.13	No	14-Urban Principal Arterial-Other		4	Portland
143		9.13	9.60	No	16-Urban Minor Arterial		4	Portland
144		0.00	7.52	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Portland
150		0.00	17.55	No	06-Rural Minor Arterial		1	
150		17.55	20.78	No	14-Urban Principal Arterial-Other		4	Salem
151		0.00	10.97	No	06-Rural Minor Arterial		1	
151		10.97	11.50	No	14-Urban Principal Arterial-Other		2	Newberg
153		0.00	6.23	No	07-Rural Major Collector		1	
153		6.23	6.30	No	06-Rural Minor Arterial	Common with Hwy 91	1	
153		6.30	14.36	No	07-Rural Major Collector		1	
154		0.00	6.26	No	07-Rural Major Collector		1	
155		0.00	9.19	No	07-Rural Major Collector		1	
157		0.00	8.60	No	07-Rural Major Collector		1	
160		0.00	4.00	No	14-Urban Principal Arterial-Other		4	Portland
160	Z	3.69	4.00	No	14-Urban Principal Arterial-Other		4	Portland
160		4.00	5.73	No	14-Urban Principal Arterial-Other		4	Portland
160		5.73	6.75	No	16-Urban Minor Arterial		4	Portland
160		6.75	15.34	No	06-Rural Minor Arterial		1	
160		15.34	16.52	No	16-Urban Minor Arterial		2	Molalla
160		16.52	28.54	No	06-Rural Minor Arterial		1	
160		28.54	29.71	No	14-Urban Principal Arterial-Other		2	Silverton
161		0.00	0.43	No	14-Urban Principal Arterial-Other		2	Woodburn
161		0.43	11.10	No	06-Rural Minor Arterial		1	
161		11.10	13.80	No	16-Urban Minor Arterial		2	Molalla
161		13.80	18.25	No	06-Rural Minor Arterial		1	
161	Z	18.24	18.25	No	06-Rural Minor Arterial		1	
161		18.25	33.49	No	06-Rural Minor Arterial		1	
162		1.17	4.06	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Salem
162		4.06	81.81	Yes	02-Rural Principal Arterial-Other		1	
163		8.78	39.11	No	07-Rural Major Collector		1	
163		39.11	40.84	No	16-Urban Minor Arterial		2	Silverton
164		0.00	8.54	No	06-Rural Minor Arterial		1	
171		-0.01	0.09	No	12-Urban Principal Arterial-Other Fwy or Exp		4	Portland
171		0.09	3.96	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Portland
171	Z	3.82	3.96	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Portland
171		3.96	4.36	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Portland
171		4.36	4.91	Yes	11-Urban Principal Arterial-Interstate	Common with Hwy 64	4	Portland
171		4.91	5.18	Yes	14-Urban Principal Arterial-Other		4	Portland
171	Z	4.89	5.18	Yes	14-Urban Principal Arterial-Other		4	Portland
171		5.18	8.15	Yes	14-Urban Principal Arterial-Other		4	Portland
171		8.15	9.30	No	14-Urban Principal Arterial-Other		4	Portland
171		9.30	10.52	No	16-Urban Minor Arterial		4	Portland

Undergoing Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
171		10.52	13.63	No	06-Rural Minor Arterial		1	
171		13.63	13.89	No	16-Urban Minor Arterial		4	Portland
171		13.89	23.36	No	06-Rural Minor Arterial		1	
171		23.36	49.97	No	07-Rural Major Collector		1	
172		-0.23	4.77	No	06-Rural Minor Arterial		1	
172		4.77	5.94	No	16-Urban Minor Arterial		2	Sandy
173		0.12	5.49	No	07-Rural Major Collector		1	
174		0.03	5.55	Yes	14-Urban Principal Arterial-Other		4	Portland
174		5.55	6.80	Yes	02-Rural Principal Arterial-Other		1	
174		6.80	7.08	Yes	14-Urban Principal Arterial-Other		4	Portland
174		7.08	8.87	Yes	02-Rural Principal Arterial-Other		1	
180		0.00	19.18	No	07-Rural Major Collector		1	
181		-0.21	31.24	No	07-Rural Major Collector		1	
182		0.00	0.75	No	07-Rural Major Collector		1	
189		0.00	2.04	No	14-Urban Principal Arterial-Other		2	Dallas
189		2.04	4.01	No	06-Rural Minor Arterial		1	
191		0.00	1.79	No	06-Rural Minor Arterial		1	
191		1.79	4.85	No	14-Urban Principal Arterial-Other		2	Dallas
191		4.85	31.40	No	06-Rural Minor Arterial		1	
193		0.00	4.86	No	06-Rural Minor Arterial		1	
193		4.86	6.34	No	14-Urban Principal Arterial-Other		2	Monmouth/Independence
194		0.00	6.23	No	06-Rural Minor Arterial		1	
194		6.23	7.56	No	14-Urban Principal Arterial-Other		2	Monmouth/Independence
200		-0.06	8.62	No	06-Rural Minor Arterial		1	
200		8.62	10.06	No	06-Rural Minor Arterial	Common with Hwy 229	1	
200		10.06	20.68	No	06-Rural Minor Arterial		1	
200		20.68	42.08	No	07-Rural Major Collector		1	
201		0.00	0.95	No	07-Rural Major Collector		1	
201		0.95	9.49	No	08-Rural Minor Collector		1	
210		-0.10	0.13	No	14-Urban Principal Arterial-Other		2	Corvallis
210		0.13	0.34	No	02-Rural Principal Arterial-Other		1	
210		0.34	10.12	Yes	02-Rural Principal Arterial-Other		1	
210		10.12	16.67	No	02-Rural Principal Arterial-Other		1	
210		16.67	18.13	No	14-Urban Principal Arterial-Other		2	Lebanon
211		0.00	25.71	No	06-Rural Minor Arterial		1	
212		0.00	20.58	No	06-Rural Minor Arterial		1	
212		20.58	21.40	No	14-Urban Principal Arterial-Other		2	Sweet Home
215		0.00	19.81	Yes	02-Rural Principal Arterial-Other		1	
222		0.00	3.87	No	16-Urban Minor Arterial	Located Line	4	Eugene
222	T	0.80	4.41	No	16-Urban Minor Arterial	Temporary Rd.	4	Eugene
222	T	4.41	5.52	No	06-Rural Minor Arterial	Temporary Rd.	4	Eugene
222		5.52	8.00	No	06-Rural Minor Arterial		1	
222		8.00	11.63	No	06-Rural Minor Arterial	Located Line	4	Eugene
222		11.63	14.88	No	06-Rural Minor Arterial		1	
225		0.01	2.53	No	16-Urban Minor Arterial		4	Eugene

Hutchinson Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
226		0.02	0.67	No	17-Urban Collector		4	Eugene
226		0.67	13.75	No	07-Rural Major Collector		1	
226		13.75	14.10	No	14-Urban Principal Arterial-Other		2	Cottage Grove
226		14.10	16.17	No	14-Urban Principal Arterial-Other		2	Cottage Grove
226		16.17	19.92	No	07-Rural Major Collector		1	
227		0.00	3.49	Yes	11-Urban Principal Arterial-Interstate		4	Eugene
227		3.49	9.97	Yes	12-Urban Principal Arterial-Other Fwy or Exp		4	Eugene
228		0.00	1.40	No	16-Urban Minor Arterial		4	Eugene
229		0.01	45.97	No	07-Rural Major Collector		1	
229		45.97	47.41	No	06-Rural Minor Arterial	Common with Hwy 200	1	
229		47.41	51.59	No	06-Rural Minor Arterial		1	
230		41.46	52.71	No	07-Rural Major Collector		1	
231		0.00	22.66	No	06-Rural Minor Arterial		1	
231		22.66	25.39	No	16-Urban Minor Arterial		2	Sutherlin
233		0.00	23.80	No	06-Rural Minor Arterial		1	
240		-0.05	2.24	No	14-Urban Principal Arterial-Other		2	Coos Bay/North Bend
240		4.49	8.73	No	06-Rural Minor Arterial		1	
240		8.73	14.15	No	07-Rural Major Collector		1	
241		0.00	0.12	Yes	16-Urban Minor Arterial		2	Coos Bay/North Bend
241		0.12	0.72	No	16-Urban Minor Arterial		2	Coos Bay/North Bend
241		2.19	19.15	No	07-Rural Major Collector		1	
242		0.00	18.91	No	07-Rural Major Collector		1	
244		0.01	16.94	No	06-Rural Minor Arterial		1	
250		0.16	5.57	No	07-Rural Major Collector		1	
251		0.00	0.76	No	07-Rural Major Collector		1	
255		334.87	339.68	No	08-Rural Minor Collector		1	
255		339.68	341.22	Yes	02-Rural Principal Arterial-Other	Common with Hwy 9	1	
255	Z	341.02	341.22	Yes	02-Rural Principal Arterial-Other	Common with Hwy 9	1	
255		341.22	362.26	No	07-Rural Major Collector		1	
255		362.26	362.27	No	17-Urban Collector		2	Brookings
260		1.30	2.56	No	16-Urban Minor Arterial		2	Grants Pass
260		2.56	22.24	No	07-Rural Major Collector		1	
270		0.00	3.11	Yes	14-Urban Principal Arterial-Other		3	Medford
270		3.11	64.73	Yes	02-Rural Principal Arterial-Other		1	
270		64.73	68.76	Yes	14-Urban Principal Arterial-Other		2	Klamath Falls
271		-0.30	17.48	No	06-Rural Minor Arterial		1	
271	Y	2.36	3.32	No	06-Rural Minor Arterial		1	
272		0.00	2.84	No	14-Urban Principal Arterial-Other		2	Grants Pass
272		2.84	31.09	No	06-Rural Minor Arterial		1	
272		31.09	34.89	No	14-Urban Principal Arterial-Other		3	Medford
272		34.89	37.10	No	02-Rural Principal Arterial-Other		1	
272		37.10	38.75	No	14-Urban Principal Arterial-Other		3	Medford
273		0.00	12.42	No	07-Rural Major Collector		1	
281		0.00	1.18	No	16-urban Minor Arterial		2	Hood River
281		1.18	5.09	No	06-Rural Minor Arterial		1	
281		5.09	19.07	No	07-Rural Major Collector		1	
282		0.00	3.45	No	06-Rural Minor Arterial		1	

Undergoing Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
290		-0.05	28.42	No	07-Rural Major Collector		1	
291		0.00	42.98	No	07-Rural Major Collector		1	
292		18.61	18.96	No	14-Urban Principal Arterial-Other		2	The Dalles
292		18.96	20.24	No	16-Urban Minor Arterial		2	The Dalles
293		0.00	8.95	No	07-Rural Major Collector		1	
293	Z	8.86	8.95	No	07-Rural Major Collector		1	
293		8.95	13.52	No	07-Rural Major Collector		1	
300		-1.97	-0.09	No	07-Rural Major Collector		1	
300		-0.09	40.68	No	06-Rural Minor Arterial		1	
300		40.68	40.88	No	06-Rural Minor Arterial	Common with Hwy 5	1	
300		40.88	73.33	No	07-Rural Major Collector		1	
300		73.33	84.12	No	06-Rural Minor Arterial		1	
301		0.00	14.73	No	07-Rural Major Collector		1	
301		14.73	15.57	No	06-Rural Minor Arterial		1	
301	Y	4.80	7.62	No	07-Rural Major Collector	Celilo-Wasco Hwy Spur	1	
320		0.00	27.24	No	06-Rural Minor Arterial		1	
320		27.24	37.13	No	07-Rural Major Collector		1	
321		0.00	40.96	No	06-Rural Minor Arterial		1	
330		-1.32	40.84	No	06-Rural Minor Arterial		1	
331		0.00	4.84	No	06-Rural Minor Arterial		1	
332		0.00	7.90	No	07-Rural Major Collector		1	
332		7.90	7.93	No	17-Urban Collector		2	Milton-Freewater
333		0.02	4.97	No	06-Rural Minor Arterial		1	
333		4.97	8.68	No	14-Urban Principal Arterial-Other		2	Hermiston
333	Z	8.28	8.68	No	14-Urban Principal Arterial-Other		2	Hermiston
333		8.68	9.54	No	14-Urban Principal Arterial-Other		2	Hermiston
333		9.54	17.81	No	06-Rural Minor Arterial		1	
334		0.00	18.12	No	07-Rural Major Collector		1	
335		0.00	9.79	No	07-Rural Major Collector		1	
339		0.00	3.43	No	07-Rural Major Collector		1	
340		0.00	38.94	No	07-Rural Major Collector		1	
341		0.00	47.22	No	06-Rural Minor Arterial		1	
342		0.00	22.07	No	07-Rural Major Collector		1	
350		0.00	29.36	No	07-Rural Major Collector		1	
351		0.00	6.94	No	02-Rural Principal Arterial-Other		1	
360		0.09	24.74	No	06-Rural Minor Arterial		1	
360		24.74	26.28	No	16-Urban Minor Arterial		2	Prineville
361		0.00	2.01	No	17-Urban Collector		2	Madras
361		2.01	11.62	No	07-Rural Major Collector		1	
370		0.00	16.80	No	06-Rural Minor Arterial		1	
370		16.80	17.67	No	16-Urban Minor Arterial		2	Prineville
371		0.00	7.57	No	06-Rural Minor Arterial		1	
372		4.63	21.98	No	06-Rural Minor Arterial		1	
380		0.00	1.67	No	16-Urban Minor Arterial		2	Prineville
380		1.67	55.91	No	07-Rural Major Collector		1	
390		0.00	24.32	No	07-Rural Major Collector		1	
402		0.00	34.88	No	07-Rural Major Collector		1	
410		0.00	3.71	No	07-Rural Major Collector		1	

Engineering Revision

Hwy	Mile Type	Beg MP	End MP	NHS	Functional Classification	Notes	HPMS Area	Urban Area
413		0.00	5.68	No	08-Rural Minor Collector		1	
413		5.68	11.45	No	07-Rural Major Collector		1	
414		0.00	0.91	No	07-Rural Major Collector		1	
415		0.00	36.62	No	07-Rural Major Collector		1	
420		1.33	1.78	No	17-Urban Collector		2	Klamath Falls
420		1.80	3.77	No	17-Urban Collector		2	Klamath Falls
420		3.77	5.65	No	07-Rural Major Collector		1	
422		0.00	5.29	No	07-Rural Major Collector		1	
422	Y	4.39	4.58	No	07-Rural Major Collector	Chiloquin Spur	1	
424		0.00	5.97	Yes	14-Urban Principal Arterial-Other		2	Klamath Falls
426		16.51	18.93	Yes	02-Rural Principal Arterial-Other		1	
429		0.00	2.39	No	07-Rural Major Collector		1	
431		0.00	65.28	No	07-Rural Major Collector		1	
440		0.00	73.35	No	06-Rural Minor Arterial		1	
442		0.00	91.60	No	06-Rural Minor Arterial		1	
449		0.00	11.09	No	07-Rural Major Collector		1	
450		0.02	20.11	No	06-Rural Minor Arterial		1	
450		20.11	52.11	No	07-Rural Major Collector	Located Line	1	
450	Y	12.51	15.26	No	07-Rural Major Collector	Parma Spur	1	
450	Y	20.11	22.24	No	06-Rural Minor Arterial	Homdale Spur	1	
451		0.03	10.39	No	07-Rural Major Collector		1	
453		0.00	2.24	No	08-Rural Minor Collector		1	
453		2.24	3.19	No	09-Rural Local		1	
454		0.00	4.39	No	08-Rural Minor Collector		1	
454		4.39	5.09	No	09-Rural Local		1	
455		-0.29	11.65	No	07-Rural Major Collector		1	
455		11.65	24.91	No	06-Rural Minor Arterial		1	
455		24.91	25.13	No	16-Urban Minor Arterial		2	Ontario
455		25.13	30.32	Yes	14-Urban Principal Arterial-Other		2	Ontario
455		30.32	31.81	Yes	02-Rural Principal Arterial-Other		1	
455	Y	11.65	13.66	No	06-Rural Minor Arterial	Weiser Spur	1	
455	Y	19.65	21.30	No	07-Rural Major Collector	Payette Spur	1	
455	Y	27.37	28.39	No	14-Urban Principal Arterial-Other	Ontario Spur	2	Ontario
456		0.00	121.36	Yes	02-Rural Principal Arterial-Other		1	

Ongoing Revision

Prepared by the Road Inventory and Classification Services Unit
of the Oregon Department of Transportation (503) 986-4386 6/23/2006

HIGHWAY NUMBER CROSS REFERENCE

ODOT Highway Number conversion to Oregon Route, US Highway and Interstate Numbers

Hwy. No.	Highway Name	Route Number
1	Pacific Highway	I-5, ORE99, ... ORE138
1E	Pacific Highway East	ORE99E
1W	Pacific Highway West	ORE99, ORE99W, ORE126, ORE10, ORE126 Bus.
2	Columbia River	I-84, US30, US395, US730
2W	Lower Columbia River……..	US30
3	Oswego	ORE43
4	The Dalles-California	US20, US26, US97, US197, ORE140, ORE 216
5	John Day	US26, US395, ORE19, ORE207
6	Old Oregon Trail	I-84, US30, US395
7	Central Oregon	US20, US26, US395, ORE201
8	Oregon-Washington	ORE11
9	Oregon Coast	US26, US101
10	Wallowa Lake	ORE82
11	Enterprise-Lewiston	ORE3
12	Baker-Copperfield	ORE7, ORE86
14	Crooked River	ORE27
15	McKenzie	ORE126, ORE242, ORE126 Bus.
16	Santiam	US20, ORE126
17	McKenzie-Bend	US20
18	Willamette	ORE58
19	Fremont	US395, ORE31, ORE140
20	Klamath Falls-Lakeview	ORE39, ORE140
21	Green Springs	ORE66,
22	Crater Lake	ORE62
23	Dairy-Bonanza	ORE70
25	Redwood	ORE99, US199
26	Mt. Hood	US26, ORE35, US30
27	Alsea	ORE34
28	Pendleton-John Day	US395, ORE37
29	Tualatin Valley	ORE8, ORE47
30	Willamina-Salem	ORE22
31	Albany-Corvallis	US20
32	Three Rivers	ORE22

Hwy. No.	Highway Name	Route Number
33	Corvallis-Newport	US20, ORE34
35	Coos Bay-Roseburg	ORE99, ORE42
36	Pendleton-Cold Springs	ORE37
37	Wilson River	ORE6
38	Oregon Caves	ORE46
39	Salmon River	ORE18, ORE22, ORE233
40	Beaverton-Hillsdale	ORE10
41	Ochoco	US26, ORE126
42	Sherman	US97
43	Monmouth-Independence.	ORE51
44	Wapinitia	ORE216
45	Umpqua	ORE99, ORE38
46	Necanicum	ORE53
47	Sunset	US26, ORE47
48	John Day-Burns	US395
49	Lakeview-Burns	US395
50	Klamath Falls-Malin	US97 Bus., ORE39, ORE140
51	Wilsonville-Hubbard	NONE
52	Heppner	ORE74, ORE207
53	Warm Springs	US26
54	Umatilla-Stanfield	US395
58	Albany-Junction City	ORE99E
59	Sandy Boulevard	US30 Bus.
60	Rogue River	ORE99
61	Stadium	I-405, US30
62	Florence-Eugene	ORE126
63	Rogue Valley	ORE99
64	East Portland Freeway	I-205, ORE213
66	La Grande-Baker	US30, ORE203
67	Pendleton	US30
68	Cascade (N. Section)	ORE213
69	Beltline	NONE
70	McNary	I-82
71	Whitney	ORE7
72	Salem	ORE 22, ORE99E Bus.
73	North Umpqua	ORE138
100	Historic Columbia River	I-84, US30
102	Nehalem	ORE47, ORE202, US101 Bus.,US26
103	Fishhawk Falls	NONE
104	Ft. Stevens	NONE

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Hwy. No.	Highway Name	Route Number
105	Warrenton-Astoria	US101 Bus.
110	Mist-Clatskanie	ORE47
120	Swift	NONE
123	Northeast Portland	US30 Bypass
130	Little Nestucca	NONE
131	Netarts	NONE
140	Hillsboro-Silverton	ORE914, ORE219, ORE99E
141	Beaverton-Tualatin	NONE
142	Farmington	ORE10
143	Scholls	ORE210
144	Beaverton-Tigard	ORE217
150	Salem-Dayton	ORE221
151	Yamhill-Newberg	ORE240
153	Bellevue-Hopewell	NONE
154	Lafayette	NONE
155	Amity-Dayton	ORE233
157	Willamina-Sheridan	ORE18 Bus.
160	Cascade (S. Section)	ORE213
161	Woodburn-Estacada	ORE211
162	North Santiam	ORE22
163	Silver Creek Falls	ORE214
164	Jefferson	NONE
171	Clackamas	ORE211, ORE212, ORE224
172	Eagle Creek-Sandy	ORE211
173	Timberline	NONE
174	Clackamas-Boring	ORE212
180	Eddyville-Blodgett	NONE
181	Siletz	ORE229
182	Otter Rock	NONE
189	Dallas-Rickreall	ORE223
191	Kings Valley	ORE223
193	Independence	ORE51
194	Monmouth	NONE
200	Territorial	ORE36
201	Alsea-Deadwood	NONE
210	Corvallis-Lebanon	ORE34
211	Albany-Lyons	ORE226
212	Halsey-Sweet Home	ORE228
215	Clear Lake-Belknap Spring	ORE126
222	Springfield-Creswell	NONE
225	McVay	NONE
226	Goshen-Divide	ORE99
227	Eugene-Springfield	I-105, ORE126
228	Springfield	NONE
229	Mapleton-Junction City	ORE36
230	Tiller-Trail	ORE227
231	Elkton-Sutherlin	ORE138
233	West Diamond Lake	ORE230
234	Oakland-Shady	ORE99
240	Cape Arago	NONE

Hwy. No.	Highway Name	Route Number
241	Coos River	NONE
242	Powers	NONE
244	Coquille-Bandon	ORE42S
250	Cape Blanco	NONE
251	Port Orford	NONE
255	Carpenterville	NONE
260	Rogue River Loop	NONE
270	Lake of the Woods	ORE140
271	Sams Valley	ORE234, ORE99
272	Jacksonville	ORE238
273	Siskiyou	NONE
281	Hood River	NONE
282	Odell	NONE
290	Sherars Bridge	ORE216
291	Shaniko-Fossil	ORE218
292	Mosier-The Dalles	US30
293	Antelope	NONE
300	Wasco-Heppner	ORE206, ORE207
301	Celilo-Wasco	ORE206
320	Lexington-Echo	ORE207
321	Heppner-Spray	ORE207
330	Weston-Elgin	ORE204
331	Umatilla Mission	NONE
332	Sunnyside-Umapine	NONE
333	Hermiston	ORE207
334	Athena-Holdman	NONE
335	Havana-Helix	NONE
339	Freewater	NONE
340	Medical Springs	ORE203
341	Ukiah-Hilgard	ORE244
342	Cove	ORE237
350	Little Sheep Creek	NONE
351	Joseph-Wallowa Lake	NONE
360	Madras-Prineville	US26
361	Culver	NONE
370	O'Neil	NONE
~~371~~	~~Powell Butte~~	~~NONE~~
372	Century Drive	NONE
380	Paulina	NONE
390	Service Creek-Mitchell	ORE207
402	Kimberly-Long Creek	NONE
410	Sumpter	NONE
413	Halfway-Cornucopia	NONE
414	Pine Creek	NONE
415	Dooley Mountain	NONE
420	Midland	NONE
422	Chiloquin	NONE
424	South Klamath Falls	ORE140
425	East Diamond Lake	ORE138
426	Hatfield	ORE39
429	Crescent Lake	NONE
431	Warner	ORE140

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Hwy. No.	Highway Name	Route Number
440	Frenchglen	ORE205
442	Steens	ORE78
449	Huntington	US30
450	Succor Creek	ORE201
451	Vale-West	NONE
453	Adrian-Arena Valley	NONE

Hwy. No.	Highway Name	Route Number
454	Adrian-Caldwell	NONE
455	Olds Ferry-Ontario	ORE201, US30
456	I.O.N	US95

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Routes to State Highway Cross Reference

Interstates Routes
Route No. Highway Name Highway No.
I-105 EUGENE-SPRINGFIELD 227
I-205 EAST PORTLAND FREEWAY 64
I-205 CLACKAMAS 171
I-405 STADIUM FREEWAY 61
I-5 PACIFIC 1
I-82 MCNARY 70
I-84 COLUMBIA RIVER 2
I-84 OLD OREGON TRAIL 6
I-84 BAKER-COPPERFIELD 12
I-84 HISTORIC COLUMBIA RIVER 100
US Routes
Route No. Highway Name Highway No.
US 101 OREGON COAST 9
US 101 CARPENTERVILLE 255
US 101B NEHALEM 102
US 101B WARRENTON-ASTORIA 105
US 197 THE DALLES-CALIFORNIA 4
US 199 REDWOOD 25
US 20 CENTRAL OREGON 7
US 20 MCKENZIE 15
US 20 SANTIAM 16
US 20 MCKENZIE-BEND 17
US 20 ALBANY-CORVALLIS 31
US 20 CORVALLIS-NEWPORT 33
US 20 ALBANY-JUNCTION CITY 58
US 20 PACIFIC HIGHWAY WEST 1W (91)
US 20 CORVALLIS-LEBANON 210
US 26 THE DALLES-CALIFORNIA 4
US 26 JOHN DAY 5
US 26 CENTRAL OREGON 7
US 26 MT. HOOD 26
US 26 OCHOCO 41
US 26 SUNSET 47
US 26 WARM SPRINGS 53
US 26 STADIUM FREEWAY 61
US 26 NEHALEM 102
US 26 MADRAS-PRINEVILLE 360
US 30 PACIFIC 1
US 30 COLUMBIA RIVER 2
US 30 THE DALLES-CALIFORNIA 4
US 30 OLD OREGON TRAIL 6
US 30 OREGON-WASHINGTON 8
US 30 STADIUM FREEWAY 61
US 30 LA GRANDE-BAKER 66
US 30 PENDLETON 67
US 30 LOWER COLUMBIA RIVER 2W (92)
US 30 HISTORIC COLUMBIA RIVER 100
US 30 MOSIER-THE DALLES 292
US 30 HUNTINGTON 449
US 30 OLDS FERRY-ONTARIO 455
US 30B OLDS FERRY-ONTARIO 455
US 30BY NORTHEAST PORTLAND 123
US 395 COLUMBIA RIVER 2
US 395 JOHN DAY 5
US 395 OLD OREGON TRAIL 6
US 395 CENTRAL OREGON 7
US 395 FREMONT 19
US 395 PENDLETON-JOHN DAY 28
US 395 JOHN DAY-BURNS 48
US 395 LAKEVIEW-BURNS 49
US 395 UMATILLA-STANFIELD 54
US 395 MCNARY 70
US 730 COLUMBIA RIVER 2
US 95 I.O.N. 456
US 95S OLDS FERRY-ONTARIO 455
US 97 THE DALLES-CALIFORNIA 4
US 97 SHERMAN 42
US 97B MCKENZIE-BEND 17
US 97B KLAMATH FALLS-LAKEVIEW 20
US 97B KLAMATH FALLS-MALIN 50
Oregon Routes
Route No. Highway Name Highway No.
OR 10 BEAVERTON-HILLSDALE 40
OR 10 PACIFIC HIGHWAY WEST 1W (91)
OR 10 FARMINGTON 142
OR 103 FISHHAWK FALLS 103
OR 104 FORT STEVENS 104
OR 104S FORT STEVENS 104
OR 11 OREGON-WASHINGTON 8
OR 11 PENDLETON 67
OR 120 SWIFT 120
OR 126 MCKENZIE 15
OR 126 SANTIAM 16
OR 126 OCHOCO 41
OR 126 FLORENCE-EUGENE 62
OR 126 BELTLINE 69
OR 126 PACIFIC HIGHWAY WEST 1W (91)
OR 126 CLEAR LAKE-BELKNAP SPRINGS 215
OR 126 EUGENE-SPRINGFIELD 227
OR 126B MCKENZIE 15
OR 126B PACIFIC HIGHWAY WEST 1W (91)
OR 130 LITTLE NESTUCCA 130
OR 131 NETARTS 131
OR 138 PACIFIC 1
OR 138 NORTH UMPQUA 138
OR 138 ELKTON-SUTHERLIN 231
OR 140 FREMONT 19
OR 140 KLAMATH FALLS-LAKEVIEW 20
OR 140 GREEN SPRINGS 21
OR 140 KLAMATH FALLS-MALIN 50
OR 140 LAKE OF THE WOODS 270
OR 140 SOUTH KLAMATH FALLS 424
OR 140 WARNER 431
OR 141 BEAVERTON-TUALATIN 141
OR 153 BELLEVUE-HOPEWELL 153
OR 154 LAFAYETTE 154
OR 164 JEFFERSON 164
OR 173 TIMBERLINE 173
OR 18 SALMON RIVER 39
OR 180 EDDYVILLE-BLODGETT 180

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OR 182 OTTER ROCK 182
OR 18B WILLAMINA-SHERIDAN 157
OR 19 JOHN DAY 5
OR 19 WASCO-HEPPNER 300
OR 194 MONMOUTH 194
OR 200 TERRITORIAL 200
OR 201 CENTRAL OREGON 7
OR 201 SUCCOR CREEK 450
OR 201 OLDS FERRY-ONTARIO 455
OR 202 NEHALEM 102
OR 203 OLD OREGON TRAIL 6
OR 203 LA GRANDE-BAKER 66
OR 203 MEDICAL SPRINGS 340
OR 204 WESTON-ELGIN 330
OR 205 FRENCHGLEN 440
OR 206 JOHN DAY 5
OR 206 WASCO-HEPPNER 300
OR 206 CELILO-WASCO 301
OR 207 JOHN DAY 5
OR 207 HEPPNER 52
OR 207 WASCO-HEPPNER 300
OR 207 LEXINGTON-ECHO 320
OR 207 HEPPNER-SPRAY 321
OR 207 HERMISTON 333
OR 207 SERVICE CREEK-MITCHELL 390
OR 210 SCHOLLS 143
OR 211 WOODBURN-ESTACADA 161
OR 211 CLACKAMAS 171
OR 211 EAGLE CREEK-SANDY 172
OR 212 CLACKAMAS 171
OR 212 CLACKAMAS-BORING 174
OR 213 EAST PORTLAND FREEWAY 64
OR 213 CASCADE HWY NORTH 68
OR 213 CASCADE HWY SOUTH 160
OR 213 CLACKAMAS 171
OR 214 PACIFIC HIGHWAY EAST 1E (81)
OR 214 HILLSBORO-SILVERTON 140
OR 214 SILVER CREEK FALLS 163
OR 216 THE DALLES-CALIFORNIA 4
OR 216 WAPINITIA 44
OR 216 SHERARS BRIDGE 290
OR 217 BEAVERTON-TIGARD 144
OR 218 SHANIKO-FOSSIL 291
OR 219 PACIFIC HIGHWAY WEST 1W (91)
OR 219 HILLSBORO-SILVERTON 140
OR 22 WILLAMINA-SALEM 30
OR 22 THREE RIVERS 32
OR 22 SALMON RIVER 39
OR 22 SALEM 72
OR 22 NORTH SANTIAM 162
OR 221 SALEM-DAYTON 150
OR 222 SPRINGFIELD-CRESWELL 222
OR 223 DALLAS-RICKREALL 189
OR 223 KINGS VALLEY 191
OR 224 EAST PORTLAND FREEWAY 64
OR 224 CLACKAMAS 171
OR 225 MCVAY 225
OR 226 ALBANY-LYONS 211
OR 227 TILLER-TRAIL 230

OR 228 HALSEY-SWEET HOME 212
OR 229 SILETZ 181
OR 230 WEST DIAMOND LAKE 233
OR 233 SALMON RIVER 39
OR 233 LAFAYETTE 154
OR 233 AMITY-DAYTON 155
OR 234 SAMS VALLEY 271
OR 237 LA GRANDE-BAKER 66
OR 237 COVE 342
OR 238 JACKSONVILLE 272
OR 240 YAMHILL-NEWBERG 151
OR 241 COOS RIVER 241
OR 242 MCKENZIE 15
OR 244 UKIAH-HILGARD 341
OR 245 DOOLEY MOUNTAIN 415
OR 250 CAPE BLANCO 250
OR 251 PORT ORFORD 251
OR 255 CARPENTERVILLE 255
OR 260 ROGUE RIVER LOOP 260
OR 27 CROOKED RIVER 14
OR 273 SISKIYOU 273
OR 281 HOOD RIVER 281
OR 282 ODELL 282
OR 293 ANTELOPE 293
OR 3 ENTERPRISE-LEWISTON 11
OR 31 FREMONT 19
OR 331 UMATILLA MISSION 331
OR 332 SUNNYSIDE-UMAPINE 332
OR 334 ATHENA-HOLDMAN 334
OR 335 HAVANA-HELIX 335
OR 339 FREEWATER 339
OR 34 ALSEA 27
OR 34 CORVALLIS-NEWPORT 33
OR 34 PACIFIC HIGHWAY WEST 1W (91)
OR 34 CORVALLIS-LEBANON 210
OR 35 MT. HOOD 26
OR 35 HISTORIC COLUMBIA RIVER 100
OR 350 LITTLE SHEEP CREEK 350
OR 351 JOSEPH-WALLOWA LAKE 351
OR 36 TERRITORIAL 200
OR 36 MAPLETON-JUNCTION CITY 229
OR 361 CULVER 361
OR 37 PENDLETON-JOHN DAY 28
OR 37 PENDLETON-COLD SPRINGS 36
OR 37 PENDLETON 67
OR 370 O'NEIL 370
OR 38 UMPQUA 45
OR 380 PAULINA 380
OR 39 KLAMATH FALLS-LAKEVIEW 20
OR 39 KLAMATH FALLS-MALIN 50
OR 39 HATFIELD 426
OR 402 KIMBERLY-LONG CREEK 402
OR 410 SUMPTER 410
OR 413 HALFWAY-CORNUCOPIA 413
OR 414 PINE CREEK 414
OR 42 COOS BAY-ROSEBURG 35
OR 422 CHILOQUIN 422
OR 422S CHILOQUIN 422
OR 429 CRESCENT LAKE 429

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OR 42S COQUILLE-BANDON 244
OR 43 OSWEGO 3
OR 451 VALE-WEST 451
OR 452 SUCCOR CREEK 450
OR 453 ADRIAN-ARENA VALLEY 453
OR 454 ADRIAN-CALDWELL 454
OR 46 OREGON CAVES 38
OR 47 TUALATIN VALLEY 29
OR 47 SUNSET 47
OR 47 NEHALEM 102
OR 47 MIST-CLATSKANIE 110
OR 501 ALSEA-DEADWOOD 201
OR 51 MONMOUTH-INDEPENDENCE 43
OR 51 INDEPENDENCE 193
OR 52 OLDS FERRY-ONTARIO 455
OR 528 SPRINGFIELD 228
OR 53 NECANICUM 46
OR 540 CAPE ARAGO 240
OR 542 POWERS 242
OR 551 WILSONVILLE-HUBBARD 51
OR 58 WILLAMETTE 18
OR 6 WILSON RIVER 37
OR 62 CRATER LAKE 22
OR 66 GREEN SPRINGS 21
OR 69 BELTLINE 69
OR 7 BAKER-COPPERFIELD 12
OR 7 LA GRANDE-BAKER 66
OR 7 WHITNEY 71

OR 70 DAIRY-BONANZA 23
OR 74 HEPPNER 52
OR 78 STEENS 442
OR 8 TUALATIN VALLEY 29
OR 82 WALLOWA LAKE 10
OR 86 BAKER-COPPERFIELD 12
OR 86S BAKER-COPPERFIELD 12
OR 99 PACIFIC 1
OR 99 WILLAMETTE 18
OR 99 REDWOOD 25
OR 99 COOS BAY-ROSEBURG 35
OR 99 UMPQUA 45
OR 99 ROGUE RIVER 60
OR 99 ROGUE VALLEY 63
OR 99 PACIFIC HIGHWAY WEST 1W (91)
OR 99 NORTH UMPQUA 138
OR 99 GOSHEN-DIVIDE 226
OR 99 SAMS VALLEY 271
OR 99E PACIFIC 1
OR 99E ALBANY-JUNCTION CITY 58
OR 99E PACIFIC HIGHWAY EAST 1E (81)
OR 99E HILLSBORO-SILVERTON 140
OR 99EB SALEM 72
OR 99W PACIFIC HIGHWAY WEST 1W (91)
OR 99W HILLSBORO-SILVERTON 140
OR 99W BELLEVUE-HOPEWELL 153

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Section IV

DECODE DATABASE TABLE LAYOUTS

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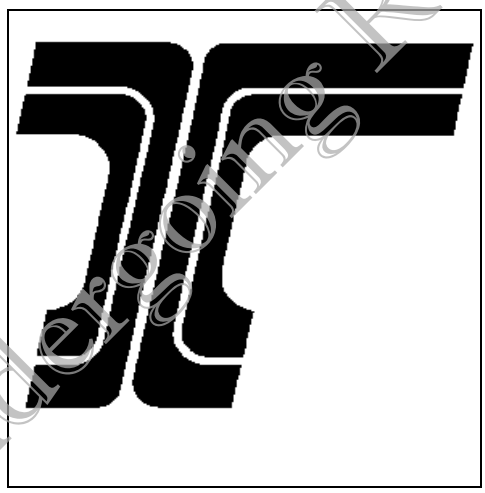

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ACTN TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[ACTN_CD] [char] (3) NOT NULL ,
[ACTN_LONG_DESC] [varchar] (100) NULL ,
[ACTN_MED_DESC] [varchar] (20) NULL ,
[ACTN_SHORT_DESC] [char] (9) NULL ,
[ACTN_PARTIC_VALID_FLG] [yes/no] NOT NULL ,
[ACTN_VHCL_VALID_FLG] [yes/no] NOT NULL ,
[ACTN_TERMNT_DT] [date/time] NULL ,
[ACTN_LAST_UD_DT] [date/time] NOT NULL ,
[ACTN_LAST_UD_USER_ID] [char] (8) NOT NULL
```

CAUSE TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CAUSE_CD] [char] (2) NOT NULL ,
[CAUSE_LONG_DESC] [varchar] (50) NULL ,
[CAUSE_MED_DESC] [varchar] (20) NULL ,
[CAUSE_SHORT_DESC] [char] (8) NULL ,
[CAUSE_CRASH_VALID_FLG] [yes/no] NOT NULL ,
[CAUSE_PARTIC_VALID_FLG] [yes/no] NOT NULL ,
[CAUSE_VHCL_VALID_FLG] [yes/no] NOT NULL ,
[CAUSE_TERMNT_DT] [date/time] NULL ,
[CAUSE_LAST_UD_DT] [date/time] NOT NULL ,
[CAUSE_LAST_UD_USER_ID] [char] (8) NOT NULL
```

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CITY SECT TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CITY_SECT_ID] [long int] NOT NULL ,
[CITY_SECT_NM] [varchar] (25) NULL ,
[FIPS_CITY_ID] [char] (5) NULL ,
[CITY_SECT_URB_RURAL_AREA_IND] [char] (1) NULL ,
[CITY_SECT_TERMNT_DT] [date/time] NULL ,
[CITY_SECT_LAST_UD_DT] [date/time] NOT NULL ,
[CITY_SECT_LAST_UD_USER_ID] [char] (8) NOT NULL
```

CMPSS DIR TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CMPSS_DIR_CD] [char] (1) NOT NULL ,
[CMPSS_DIR_SHORT_DESC] [char] (2) NULL ,
[CMPSS_DIR_TERMNT_DT] [date/time] NULL ,
[CMPSS_DIR_LAST_UD_DT] [date/time] NOT NULL ,
[CMPSS_DIR_LAST_UD_USER_ID] [char] (8) NOT NULL
```

CNTY TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CNTY_ID] [char] (2) NOT NULL ,
[CNTY_NM] [varchar] (50) NULL ,
[FIPS_CNTY_ID] [char] (3) NULL ,
[CNTY_TERMNT_DT] [date/time] NULL ,
[CNTY_LAST_UD_DT] [date/time] NOT NULL ,
[CNTY_LAST_UD_USER_ID] [char] (8) NOT NULL
```

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COLLIS TYP TABLE

[Column Name], [Data Type], (Field Size) , Values

[COLLIS_TYP_CD] [char] (1) NOT NULL ,
[COLLIS_TYP_LONG_DESC] [varchar] (100) NULL ,
[COLLIS_TYP_ALT_LONG_DESC] [varchar] (50) NULL ,
[COLLIS_TYP_MED_DESC] [varchar] (20) NULL ,
[COLLIS_TYP_SHORT_DESC] [char] (8) NULL ,
[COLLIS_TYP_SORT_ORDR_NO] [byte] NULL ,
[COLLIS_TYP_TERMNT_DT] [date/time] NULL ,
[COLLIS_TYP_LAST_UD_DT] [date/time] NOT NULL ,
[COLLIS_TYP_LAST_UD_USER_ID] [char] (8) NOT NULL

CRASH TABLE

[Column Name], [Data Type], (Field Size) , Values

[CRASH_ID] [long int] NOT NULL ,
[SER_NO] [char] (5) NULL ,
[CRASH_DT] [date/time] NULL ,
[CRASH_MO_NO] [char] (2) NULL ,
[CRASH_DAY_NO] [char] (2) NULL ,
[CRASH_YR_NO] [char] (4) NULL ,
[CRASH_WK_DAY_CD] [char] (1) NULL ,
[CRASH_HR_NO] [char] (2) NULL ,
[CRASH_HR_SHORT_DESC] [char] (3) NULL ,
[CNTY_ID] [char] (2) NOT NULL ,
[CNTY_NM] [varchar] (50) NULL ,
[CITY_SECT_ID] [int] NULL ,
[CITY_SECT_NM] [varchar] (25) NULL ,
[URB_AREA_CD] [byte] NULL ,
[URB_AREA_SHORT_NM] [char] (15) NULL ,
[FC_CD] [char] (2) NULL ,
[FC_SHORT_DESC] [char] (8) NULL
[NHS_FLG] [yes/no] NOT NULL ,
[HWY_NO] [char] (3) NULL ,
[HWY_SFX_NO] [char] (2) NULL ,
[HWY_MED_NM] [varchar] (30) NULL ,
[RDWY_NO] [char] (1) NULL ,
[HWY_COMPNT_CD] [char] (1) NULL ,
[HWY_COMPNT_SHORT_DESC] [char] (2) NULL ,
[MLGE_TYP_CD] [char] (1) NULL ,
[MLGE_TYP_SHORT_DESC] [char] (1) NULL ,
[RD_CON_NO] [char] (1) NULL ,
[LRS_VAL] [varchar] (20) NULL ,
[LAT_DEG_NO] [int] NULL ,
[LAT_MINUTE_NO] [int] NULL ,
[LAT_SEC_NO] [single] NULL ,

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```
[LONGTD_DEG_NO] [int] NULL ,
[LONGTD_MINUTE_NO] [int] NULL ,
[LONGTD_SEC_NO] [single] NULL ,
[SPECL_JRSDCT_ID] [char] (2) NULL ,
[SPECL_JRSDCT_SHORT_DESC] [char] (10) NULL ,
[JRSDCT_GRP_CD] [char] (2) NOT NULL ,
[JRSDCT_GRP_SHORT_DESC] [char] (3) NULL ,
[AGY_ST_NO] [char] (15) NULL ,
[ST_FULL_NM] [varchar] (27) NULL ,
[ISECTG_AGY_ST_NO] [char] (15) NULL ,
[ISECTG_ST_FULL_NM] [varchar] (27) NULL ,
[FROM_ISECT_DSTNC_QTY] [int] NULL ,
[CMPSS_DIR_CD] [char] (1) NULL ,
[MP_NO] [single] NULL ,
[POST_SPEED_LMT_VAL] [char] (2) NULL ,
[RD_CHAR_CD] [char] (1) NULL ,
[RD_CHAR_SHORT_DESC] [char] (8) NULL ,
[OFF_RDWY_FLG] [yes/no] NOT NULL ,
[ISECT_TYP_CD] [char] (1) NULL ,
[ISECT_TYP_SHORT_DESC] [char] (7) NULL ,
[ISECT_REL_FLG] [yes/no] NOT NULL ,
[RNDABT_FLG] [yes/no] NOT NULL ,
[DRVWY_REL_FLG] [yes/no] NOT NULL ,
[LN_QTY] [byte] NULL ,
[TURNG_LEG_QTY] [byte] NULL ,
[MEDN_TYP_CD] [char] (1) NULL ,
[MEDN_TYP_SHORT_DESC] [char] (5) NULL ,
[IMPCT_LOC_CD] [char] (2) NULL ,
[CRASH_TYP_CD] [char] (1) NULL ,
[CRASH_TYP_SHORT_DESC] [char] (10) NULL ,
[COLLIS_TYP_CD] [char] (1) NOT NULL ,
[COLLIS_TYP_SHORT_DESC] [char] (8) NULL ,
[CRASH_SVRTY_CD] [char] (1) NULL ,
[CRASH_SVRTY_SHORT_DESC] [char] (3) NULL ,
[WTHR_COND_CD] [char] (1) NULL ,
[WTHR_COND_SHORT_DESC] [char] (4) NULL ,
[RD_SURF_COND_CD] [char] (1) NULL ,
[RD_SURF_SHORT_DESC] [char] (4) NULL ,
[LGT_COND_CD] [char] (1) NULL ,
[LGT_COND_SHORT_DESC] [char] (4) NULL ,
[TRAF_CNTL_DEVICE_CD] [char] (3) NULL ,
[TRAF_CNTL_DEVICE_SHORT_DESC] [char] (10) NULL ,
[TRAF_CNTL_FUNC_FLG] [yes/no] NOT NULL ,
[INVSTG_AGY_CD] [char] (1) NULL ,
[INVSTG_AGY_SHORT_DESC] [char] (6) NULL ,
[CRASH_EVNT_1_CD] [char] (3) NULL ,
[CRASH_EVNT_1_SHORT_DESC] [char] (10) NULL ,
[CRASH_EVNT_2_CD] [char] (3) NULL ,
[CRASH_EVNT_2_SHORT_DESC] [char] (10) NULL ,
[CRASH_EVNT_3_CD] [char] (3) NULL ,
[CRASH_EVNT_3_SHORT_DESC] [char] (10) NULL
[CRASH_CAUSE_1_CD] [char] (2) NULL ,
[CRASH_CAUSE_1_SHORT_DESC] [char] (8) NULL ,
[CRASH_CAUSE_2_CD] [char] (2) NULL ,
[CRASH_CAUSE_2_SHORT_DESC] [char] (8) NULL ,
[CRASH_CAUSE_3_CD] [char] (2) NULL ,
[CRASH_CAUSE_3_SHORT_DESC] [char] (8) NULL ,
[SCHL_ZONE_IND] [char] (1) NULL ,
[WRK_ZONE_IND] [char] (1) NULL ,
[ALCHL_INVLV_FLG] [yes/no] NOT NULL ,
[DRUG_INVLV_FLG] [yes/no] NOT NULL
```

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```
[CRASH_SPEED_INVLV_FLG] [yes/no] NOT NULL ,
[CRASH_HIT_RUN_FLG] [yes/no] NOT NULL ,
[POP_RNG_CD] [char] (1) NULL ,
[POP_RNG_MED_DESC] [varchar] (20) NULL ,
[RD_CNTL_CD] [char] (1) NULL ,
[RD_CNTL_MED_DESC] [varchar] (20) NULL ,
[RTE_TYP_CD] [char] (2) NULL ,
[RTE_ID] [char] (5) NULL ,
[RTE_NM] [char] (10) NULL ,
[CRASH_LAST_UD_DT] [date/time] NULL ,
[TOT_VHCL_CNT] [byte] NULL ,
[TOT_FATAL_CNT] [byte] NULL ,
[TOT_INJ_LVL_A_CNT] [byte] NULL ,
[TOT_INJ_LVL_B_CNT] [byte] NULL ,
[TOT_INJ_LVL_C_CNT] [byte] NULL ,
[TOT_INJ_CNT] [byte] NULL ,
[TOT_UNINJD_AGE00_04_CNT] [byte] NULL ,
[TOT_UNINJD_PER_CNT] [byte] NULL ,
[TOT_PED_CNT] [byte] NULL ,
[TOT_PED_FATAL_CNT] [byte] NULL ,
[TOT_PED_INJ_CNT] [byte] NULL ,
[TOT_PEDCYCL_CNT] [byte] NULL ,
[TOT_PEDCYCL_FATAL_CNT] [byte] NULL ,
[TOT_PEDCYCL_INJ_CNT] [byte] NULL ,
[TOT_UNKNWN_CNT] [byte] NULL ,
[TOT_UNKNWN_FATAL_CNT] [byte] NULL ,
[TOT_UNKNWN_INJ_CNT] [byte] NULL ,
[TOT_OCCUP_CNT] [byte] NULL ,
[TOT_PER_INVLV_CNT] [byte] NULL ,
[TOT_SFTY_EQUIP_USED_QTY] [byte] NULL ,
[TOT_SFTY_EQUIP_UNUSED_QTY] [byte] NULL ,
[TOT_SFTY_EQUIP_USE_UNKNWN_QTY] [byte] NULL
```

Undergoing Revision

CRASH HR TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CRASH_HR_NO] [char] (2) NOT NULL ,
[CRASH_HR_LONG_DESC] [varchar] (50) NULL ,
[CRASH_HR_MED_DESC] [varchar] (20) NULL ,
[CRASH_HR_SHORT_DESC] [char] (3) NULL ,
[CRASH_HR_TERMNT_DT] [date/time] NULL ,
[CRASH_HR_LAST_UD_DT] [date/time] NOT NULL ,
[CRASH_HR_LAST_UD_USER_ID] [char] (8) NOT NULL
```

CRASH KEY XREF TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CRASH_KEY_XREF_ID] [long int] IDENTITY (1, 1) NOT NULL ,
[CRASH_ID] [long int] NOT NULL ,
[VHCL_ID] [long int] NULL ,
[PARTIC_ID] [long int] NULL
```

CRASH SVRTY TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CRASH_SVRTY_CD] [char] (1) NOT NULL ,
[CRASH_SVRTY_LONG_DESC] [varchar] (50) NULL ,
[CRASH_SVRTY_SHORT_DESC] [char] (3) NULL ,
[CRASH_SVRTY_TERMNT_DT] [date/time] NULL ,
[CRASH_SVRTY_LAST_UD_DT] [date/time] NOT NULL ,
[CRASH_SVRTY_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

CRASH TYP TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CRASH_TYP_CD] [char] (1) NOT NULL ,
[CRASH_TYP_LONG_DESC] [varchar] (50) NULL ,
[CRASH_TYP_MED_DESC] [varchar] (20) NULL ,
[CRASH_TYP_SHORT_DESC] [char] (10) NULL ,
[CRASH_TYP_TERMNT_DT] [date/time] NULL ,
[CRASH_TYP_LAST_UD_DT] [date/time] NOT NULL ,
[CRASH_TYP_LAST_UD_USER_ID] [char] (8) NOT NULL
```

DRVR LIC STAT TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[DRVR_LIC_STAT_CD] [char] (1) NOT NULL ,
[DRVR_LIC_STAT_LONG_DESC] [varchar] (50) NULL ,
[DRVR_LIC_STAT_SHORT_DESC] [char] (5) NULL ,
[DRVR_LIC_STAT_TERMNT_DT] [date/time] NULL ,
[DRVR_LIC_LAST_UD_DT] [date/time] NOT NULL ,
[DRVR_LIC_LAST_UD_USER_ID] [char] (8) NOT NULL
```

DRVR RES STAT TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[DRVR_RES_STAT_CD] [char] (1) NOT NULL ,
[DRVR_RES_LONG_DESC] [varchar] (50) NULL ,
[DRVR_RES_SHORT_DESC] [char] (5) NULL ,
[DRVR_RES_TERMNT_DT] [date/time] NULL ,
[DRVR_RES_LAST_UD_DT] [date/time] NOT NULL ,
[DRVR_RES_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

ERR TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CRASH_ERR_CD] [char] (3) NOT NULL ,
[CRASH_ERR_LONG_DESC] [varchar] (100) NULL ,
[CRASH_ERR_MED_DESC] [varchar] (13) NULL ,
[CRASH_ERR_SHORT_DESC] [char] (10) NULL ,
[CRASH_ERR_PARTIC_VALID_FLG] [yes/no] NOT NULL ,
[CRASH_ERR_VHCL_VALID_FLG] [yes/no] NOT NULL ,
[CRASH_ERR_TERMNT_DT] [date/time] NULL ,
[CRASH_ERR_LAST_UD_DT] [date/time] NOT NULL ,
[CRASH_ERR_LAST_UD_USER_ID] [char] (8) NOT NULL
```

EVNT TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[EVNT_CD] [char] (3) NOT NULL ,
[EVNT_LONG_DESC] [varchar] (100) NULL ,
[EVNT_MED_DESC] [varchar] (20) NULL ,
[EVNT_SHORT_DESC] [char] (10) NULL ,
[EVNT_CRASH_VALID_FLG] [yes/no] NOT NULL ,
[EVNT_PARTIC_VALID_FLG] [yes/no] NOT NULL ,
[EVNT_VHCL_VALID_FLG] [yes/no] NOT NULL ,
[EVNT_TERMNT_DT] [date/time] NULL ,
[EVNT_LAST_UD_DT] [date/time] NOT NULL ,
[EVNT_LAST_UD_USER_ID] [char] (8) NOT NULL
```

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FUNC CLASS TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[FC_CD] [char] (2) NOT NULL ,
[FC_DESC] [varchar] (50) NULL ,
[FC_START_YR_NO] [char] (4) NULL ,
[FC_TERMNT_YR_NO] [char] (4) NULL ,
[FC_LAST_UD_DT] [date/time] NOT NULL ,
[FC_LAST_UD_USER_ID] [char] (8) NOT NULL ,
[FC_SHORT_DESC] [char] (8) NULL
```

HWY COMPNT TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[HWY_COMPNT_CD] [char] (1) NOT NULL ,
[HWY_COMPNT_LONG_DESC] [varchar] (50) NULL ,
[HWY_COMPNT_MED_DESC] [varchar] (20) NULL ,
[HWY_COMPNT_TERMNT_DT] [date/time] NULL ,
[HWY_COMPNT_LAST_UD_DT] [date/time] NOT NULL ,
[HWY_COMPNT_LAST_UD_USER_ID] [char] (8) NOT NULL ,
[HWY_COMPNT_SHORT_DESC] [char] (2) NULL
```

HWY HIST TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[HWY_NO] [char] (3) NOT NULL ,
[HWY_SFX_NO] [char] (2) NOT NULL ,
[HWY_LONG_NM] [varchar] (40) NULL ,
[HWY_MED_NM] [varchar] (30) NULL ,
[HWY_TERMNT_DT] [date/time] NULL ,
[HWY_LAST_UD_DT] [date/time] NOT NULL ,
[HWY_LAST_UD_USER_ID] [char] (8) NOT NULL ,
[ALT_HWY_NO] [char] (4) NULL
```

Undersizing Revision

IMPCT LOC TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[IMPCT_LOC_CD] [char] (2) NOT NULL ,
[IMPCT_LOC_TERMNT_DT] [date/time] NULL ,
[IMPCT_LOC_LAST_UD_DT] [date/time] NOT NULL ,
[IMPCT_LOC_LAST_UD_USER_ID] [char] (8) NOT NULL
```

INJ SVRTY TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[INJ_SVRTY_CD] [char] (1) NOT NULL ,
[INJ_SVRTY_LONG_DESC] [varchar] (50) NULL ,
[INJ_SVRTY_MED_DESC] [varchar] (20) NULL ,
[INJ_SVRTY_SHORT_DESC] [char] (4) NULL ,
[INJ_SVRTY_TERMNT_DT] [date/time] NULL ,
[INJ_SVRTY_LAST_UD_DT] [date/time] NOT NULL ,
[INJ_SVRTY_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

INVSTG AGY TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[INVSTG_AGY_CD] [char] (1) NOT NULL ,
[INVSTG_AGY_LONG_DESC] [varchar] (50) NULL ,
[INVSTG_AGY_SHORT_DESC] [char] (6) NULL ,
[INVSTG_AGY_TERMNT_DT] [date/time] NULL ,
[INVSTG_AGY_LAST_UD_DT] [date/time] NOT NULL ,
[INVSTG_AGY_LAST_UD_USER_ID] [char] (8) NOT NULL
```

ISECT TYP TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[ISECT_TYP_CD] [char] (1) NOT NULL ,
[ISECT_TYP_SHORT_DESC] [char] (7) NULL ,
[ISECT_TYP_TERMNT_DT] [date/time] NULL ,
[ISECT_TYP_LAST_UD_DT] [date/time] NOT NULL ,
[ISECT_TYP_LAST_UD_USER_ID] [char] (8) NOT NULL
```

JRSDCT GRP TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[JRSDCT_GRP_CD] [char] (2) NOT NULL ,
[JRSDCT_GRP_LONG_DESC] [varchar] (50) NULL ,
[JRSDCT_GRP_MED_DESC] [varchar] (15) NULL ,
[JRSDCT_GRP_SHORT_DESC] [char] (3) NULL ,
[JRSDCT_GRP_TERMNT_DT] [date/time] NULL ,
[JRSDCT_GRP_LAST_UD_DT] [date/time] NOT NULL ,
[JRSDCT_GRP_LAST_UD_USER_ID] [char] (8) NOT NULL
```

LGT COND TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[LGT_COND_CD] [char] (1) NOT NULL ,
[LGT_COND_LONG_DESC] [varchar] (50) NULL ,
[LGT_COND_MED_DESC] [varchar] (20) NULL ,
[LGT_COND_SHORT_DESC] [char] (4) NULL ,
[LGT_COND_TERMNT_DT] [date/time] NULL ,
[LGT_COND_LAST_UD_DT] [date/time] NOT NULL ,
[LGT_COND_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

MEDN TYP TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[MEDN_TYP_CD] [char] (1) NOT NULL ,
[MEDN_TYP_LONG_DESC] [varchar] (50) NULL ,
[MEDN_TYP_SHORT_DESC] [char] (5) NULL ,
[MEDN_TYP_TERMNT_DT] [date/time] NULL ,
[MEDN_TYP_LAST_UD_DT] [date/time] NOT NULL ,
[MEDN_TYP_LAST_UD_USER_ID] [char] (8) NOT NULL
```

MLGE TYP TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[MLGE_TYP_CD] [char] (1) NOT NULL ,
[MLGE_TYP_LONG_DESC] [varchar] (50) NULL ,
[MLGE_TYP_MED_DESC] [varchar] (20) NULL ,
[MLGE_TYP_TERMNT_DT] [date/time] NULL ,
[MLGE_TYP_LAST_UD_DT] [date/time] NOT NULL ,
[MLGE_TYP_LAST_UD_USER_ID] [char] (8) NOT NULL ,
[MLGE_TYP_SHORT_DESC] [char] (1) NULL
```

Undergoing Revision

MVMNT TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[MVMNT_CD] [char] (1) NOT NULL ,
[MVMNT_LONG_DESC] [varchar] (50) NULL ,
[MVMNT_MED_DESC] [varchar] (20) NULL ,
[MVMNT_SHORT_DESC] [char] (6) NULL ,
[MVMNT_TERMNT_DT] [date/time] NULL ,
[MVMNT_LAST_UD_DT] [date/time] NOT NULL ,
[MVMNT_LAST_UD_USER_ID] [char] (8) NOT NULL
```

PARTIC TABLE

[Column Name], [Data Type], (Field Size) , Values

[CRASH_ID] [long int] NOT NULL ,
[VHCL_ID] [long int] NULL ,
[PARTIC_ID] [long int] NOT NULL ,
[PARTIC_DSPLY_SEQ_NO] [byte] NULL ,
[VHCL_CODED_SEQ_NO] [byte] NULL ,
[PARTIC_VHCL_SEQ_NO] [byte] NULL ,
[PARTIC_TYP_CD] [char] (1) NULL ,
[PARTIC_TYP_SHORT_DESC] [char] (4) NULL ,
[PARTIC_HIT_RUN_FLG] [yes/no] NOT NULL ,
[PUB_EMPL_FLG] [yes/no] NOT NULL ,
[SEX_CD] [char] (1) NULL ,
[AGE_VAL] [char] (2) NULL ,
[DRVR_LIC_STAT_CD] [char] (1) NULL ,
[DRVR_LIC_STAT_SHORT_DESC] [char] (5) NULL ,
[DRVR_RES_STAT_CD] [char] (1) NULL ,
[DRVR_RES_SHORT_DESC] [char] (5) NULL ,
[INJ_SVRTY_CD] [char] (1) NULL ,
[INJ_SVRTY_SHORT_DESC] [char] (4) NULL ,
[SFTY_EQUIP_USE_CD] [char] (1) NULL ,
[SFTY_EQUIP_USE_SHORT_DESC] [char] (10) NULL ,
[AIRBAG_DEPLOY_IND] [char] (1) NULL ,
[MVMNT_CD] [char] (1) NULL ,
[MVMNT_SHORT_DESC] [char] (6) NULL ,
[CMPSS_DIR_FROM_CD] [char] (1) NULL ,
[PARTIC_CMPSS_DIR_FROM_SHORT_DESC] [char] (2) NULL ,
[CMPSS_DIR_TO_CD] [char] (1) NULL ,
[PARTIC_CMPSS_DIR_TO_SHORT_DESC] [char] (2) NULL
[PED_LOC_CD] [char] (2) NULL ,
[PED_LOC_SHORT_DESC] [char] (9) NULL ,
[ACTN_CD] [char] (3) NULL ,
[ACTN_SHORT_DESC] [char] (9) NULL ,
[PARTICPNT_ERR_1_CD] [char] (3) NULL ,
[PARTICPNT_ERR_1_SHORT_DESC] [char] (10) NULL ,
[PARTICPNT_ERR_2_CD] [char] (3) NULL ,
[PARTICPNT_ERR_2_SHORT_DESC] [char] (10) NULL ,
[PARTICPNT_ERR_3_CD] [char] (3) NULL ,
[PARTICPNT_ERR_3_SHORT_DESC] [char] (10) NULL ,
[PARTICPNT_CAUSE_1_CD] [char] (2) NULL ,
[PARTICPNT_CAUSE_1_SHORT_DESC] [char] (8) NULL ,
[PARTICPNT_CAUSE_2_CD] [char] (2) NULL ,
[PARTICPNT_CAUSE_2_SHORT_DESC] [char] (8) NULL ,
[PARTICPNT_CAUSE_3_CD] [char] (2) NULL ,
[PARTICPNT_CAUSE_3_SHORT_DESC] [char] (8) NULL ,
[PARTICPNT_EVNT_1_CD] [char] (3) NULL ,
[PARTICPNT_EVNT_1_SHORT_DESC] [char] (10) NULL ,
[PARTICPNT_EVNT_2_CD] [char] (3) NULL ,
[PARTICPNT_EVNT_2_SHORT_DESC] [char] (10) NULL ,
[PARTICPNT_EVNT_3_CD] [char] (3) NULL ,
[PARTICPNT_EVNT_3_SHORT_DESC] [char] (10) NULL
[BAC_VAL] [char] (2) NULL ,
[ALCHL_USE_RPT_IND] [char] (1) NULL ,

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```
[DRUG_USE_RPT_IND] [char] (1) NULL ,
[STRIKG_PARTIC_FLG] [yes/no] NOT NULL ,
```

PARTIC TYP TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[PARTIC_TYP_CD] [char] (1) NOT NULL ,
[PARTIC_TYP_LONG_DESC] [varchar] (50) NULL ,
[PARTIC_TYP_MED_DESC] [varchar] (20) NULL ,
[PARTIC_TYP_SHORT_DESC] [char] (4) NULL ,
[PARTIC_TYP_TERMNT_DT] [date/time] NULL ,
[PARTIC_TYP_LAST_UD_DT] [date/time] NOT NULL ,
[PARTIC_TYP_LAST_UD_USER_ID] [char] (8) NOT NULL
```

PED LOC TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[PED_LOC_CD] [char] (2) NOT NULL ,
[PED_LOC_LONG_DESC] [varchar] (50) NULL ,
[PED_LOC_MED_DESC] [varchar] (20) NULL ,
[PED_LOC_SHORT_DESC] [char] (9) NULL ,
[PED_LOC_TERMNT_DT] [date/time] NULL ,
[PED_LOC_LAST_UD_DT] [date/time] NOT NULL ,
[PED_LOC_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

POP RNG TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[POP_RNG_CD] [char] (1) NOT NULL ,
[POP_RNG_MED_DESC] [varchar] (20) NULL ,
[POP_RNG_TERMNT_DT] [date/time] NULL ,
[POP_RNG_LAST_UD_DT] [date/time] NOT NULL ,
[POP_RNG_LAST_UD_USER_ID] [char] (8) NOT NULL
```

RDWY TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[RDWY_NO] [char] (1) NOT NULL ,
[RDWY_DESC] [varchar] (50) NULL ,
[RDWY_TERMNT_DT] [date/time] NULL ,
[RDWY_LAST_UD_DT] [date/time] NOT NULL ,
[RDWY_LAST_UD_USER_ID] [char] (8) NOT NULL
```

RD CHAR TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[RD_CHAR_CD] [char] (1) NOT NULL ,
[RD_CHAR_LONG_DESC] [varchar] (50) NULL ,
[RD_CHAR_MED_DESC] [varchar] (20) NULL ,
[RD_CHAR_SHORT_DESC] [char] (8) NULL ,
[RD_CHAR_TERMNT_DT] [date/time] NULL ,
[RD_CHAR_LAST_UD_DT] [date/time] NOT NULL ,
[RD_CHAR_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

RD CNTL TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[RD_CNTL_CD] [char] (1) NOT NULL ,
[RD_CNTL_MED_DESC] [varchar] (20) NULL ,
[RD_CNTL_TERMNT_DT] [date/time] NULL ,
[RD_CNTL_LAST_UD_DT] [date/time] NOT NULL ,
[RD_CNTL_LAST_UD_USER_ID] [char] (8) NOT NULL ,
[RD_CNTL_LONG_DESC] [varchar] (100) NULL
```

RD SURF COND TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[RD_SURF_COND_CD] [char] (1) NOT NULL ,
[RD_SURF_MED_DESC] [varchar] (20) NULL ,
[RD_SURF_SHORT_DESC] [char] (4) NULL ,
[RD_SURF_TERMNT_DT] [date/time] NULL ,
[RD_SURF_LAST_UD_DT] [date/time] NOT NULL ,
[RD_SURF_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

RTE TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[RTE_TYP_CD] [char] (2) NOT NULL ,
[RTE_ID] [char] (5) NOT NULL ,
[RTE_NM] [char] (10) NULL ,
[RTE_HIER_NO] [int] NULL ,
[RTE_TERMNT_DT] [date/time] NULL ,
[RTE_LAST_UD_DT] [date/time] NOT NULL ,
[RTE_LAST_UD_USER_ID] [char] (8) NOT NULL
```

SEX TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[SEX_CD] [char] (1) NOT NULL ,
[SEX_DESC] [char] (10) NULL ,
[SEX_TERMNT_DT] [date/time] NULL ,
[SEX_LAST_UD_DT] [date/time] NOT NULL ,
[SEX_LAST_UD_USER_ID] [char] (8) NOT NULL
```

SFTY EQUIP USE TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[SFTY_EQUIP_USE_CD] [char] (1) NOT NULL ,
[SFTY_EQUIP_USE_LONG_DESC] [varchar] (50) NULL ,
[SFTY_EQUIP_USE_MED_DESC] [varchar] (20) NULL ,
[SFTY_EQUIP_USE_SHORT_DESC] [char] (10) NULL ,
[SFTY_EQUIP_USE_TERMNT_DT] [date/time] NULL ,
[SFTY_EQUIP_USE_LAST_UD_DT] [date/time] NOT NULL ,
[SFTY_EQUIP_USE_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

SPECL JRSDCT TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[SPECL_JRSDCT_ID] [char] (2) NOT NULL ,
[JRSDCT_GRP_CD] [char] (2) NULL ,
[SPECL_JRSDCT_LONG_DESC] [varchar] (50) NULL ,
[SPECL_JRSDCT_MED_DESC] [varchar] (15) NULL ,
[SPECL_JRSDCT_SHORT_DESC] [char] (10) NULL ,
[SPECL_JRSDCT_TERMNT_DT] [date/time] NULL ,
[SPECL_JRSDCT_LAST_UD_DT] [date/time] NOT NULL ,
[SPECL_JRSDCT_LAST_UD_USER_ID] [char] (8) NOT NULL
```

TRAF CNTL DEVICE TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[TRAF_CNTL_DEVICE_CD] [char] (3) NOT NULL ,
[TRAF_CNTL_DEVICE_LONG_DESC] [varchar] (50) NULL ,
[TRAF_CNTL_DEVICE_SHORT_DESC] [char] (10) NULL ,
[TRAF_CNTL_DEVICE_TERMNT_DT] [date/time] NULL ,
[TRAF_CNTL_DEVICE_LAST_UD_DT] [date/time] NOT NULL ,
[TRAF_CNTL_DEVICE_LAST_UD_USER_ID] [char] (8) NOT NULL
```

URB AREA TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[URB_AREA_CD] [byte] NOT NULL ,
[URB_AREA_LONG_NM] [varchar] (25) NULL ,
[URB_AREA_SHORT_NM] [char] (15) NULL ,
[FIPS_URB_AREA_ID] [char] (5) NULL ,
[URB_AREA_TERMNT_DT] [date/time] NULL ,
[URB_AREA_LAST_UD_DT] [date/time] NOT NULL ,
[URB_AREA_LAST_UD_USER_ID] [char] (8) NOT NULL
```

Undergoing Revision

VHCL TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[CRASH_ID] [long int] NOT NULL ,
[VHCL_ID] [long int] NOT NULL ,
[VHCL_CODED_SEQ_NO] [byte] NULL ,
[VHCL_OWNSHP_CD] [char] (1) NULL ,
[VHCL_OWNSHP_SHORT_DESC] [char] (5) NULL ,
[VHCL_USE_CD] [char] (1) NULL ,
[VHCL_USE_SHORT_DESC] [char] (6) NULL ,
[VHCL_TYP_CD] [char] (2) NULL ,
[VHCL_TYP_SHORT_DESC] [char] (10) NULL ,
[EMRGCY_VHCL_USE_FLG] [yes/no] NOT NULL ,
[TRLR_QTY] [byte] NULL ,
[MVMNT_CD] [char] (1) NULL ,
[MVMNT_SHORT_DESC] [char] (6) NULL
[CMPSS_DIR_FROM_CD] [char] (1) NULL ,
[VHCL_CMPSS_DIR_FROM_SHORT_DESC] [char] (2) NULL ,
[CMPSS_DIR_TO_CD] [char] (1) NULL ,
[VHCL_CMPSS_DIR_TO_SHORT_DESC] [char] (2) NULL ,
[ACTN_CD] [char] (3) NULL ,
[ACTN_SHORT_DESC] [char] (9) NULL ,
[VHCL_CAUSE_1_CD] [char] (2) NULL ,
[VHCL_CAUSE_1_SHORT_DESC] [char] (8) NULL ,
[VHCL_CAUSE_2_CD] [char] (2) NULL ,
[VHCL_CAUSE_2_SHORT_DESC] [char] (8) NULL ,
[VHCL_CAUSE_3_CD] [char] (2) NULL ,
[VHCL_CAUSE_3_SHORT_DESC] [char] (8) NULL ,
[VHCL_EVNT_1_CD] [char] (3) NULL ,
[VHCL_EVNT_1_SHORT_DESC] [char] (10) NULL ,
[VHCL_EVNT_2_CD] [char] (3) NULL ,
[VHCL_EVNT_2_SHORT_DESC] [char] (10) NULL ,
[VHCL_EVNT_3_CD] [char] (3) NULL ,
[VHCL_EVNT_3_SHORT_DESC] [char] (10) NULL
[VHCL_SPEED_INVLV_FLG] [yes/no] NOT NULL ,
[VHCL_HIT_RUN_FLG] [yes/no] NOT NULL ,
[VHCL_SFTY_EQUIP_USED_QTY] [byte] NULL ,
[VHCL_SFTY_EQUIP_UNUSED_QTY] [byte] NULL ,
[VHCL_SFTY_EQUIP_USE_UNKNWN_QTY] [byte] NULL ,
[VHCL_OCCUP_CNT] [byte] NULL ,
[STRIKG_VHCL_FLG] [yes/no] NOT NULL ,
```

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VHCL OWNSHP TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[VHCL_OWNSHP_CD] [char] (1) NOT NULL ,
[VHCL_OWNSHP_LONG_DESC] [varchar] (50) NULL ,
[VHCL_OWNSHP_SHORT_DESC] [char] (5) NULL ,
[VHCL_OWNSHP_TERMNT_DT] [date/time] NULL ,
[VHCL_OWNSHP_LAST_UD_DT] [date/time] NOT NULL ,
[VHCL_OWNSHP_LAST_UD_USER_ID] [char] (8) NOT NULL
```

VHCL TYP TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[VHCL_TYP_CD] [char] (2) NOT NULL ,
[VHCL_TYP_LONG_DESC] [varchar] (50) NULL ,
[VHCL_TYP_SHORT_DESC] [char] (10) NULL ,
[VHCL_TYP_TERMNT_DT] [date/time] NULL ,
[VHCL_TYP_LAST_UD_DT] [date/time] NOT NULL ,
[VHCL_TYP_LAST_UD_USER_ID] [char] (8) NOT NULL
```

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VHCL USE TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[VHCL_USE_CD] [char] (1) NOT NULL ,
[VHCL_USE_LONG_DESC] [varchar] (50) NULL ,
[VHCL_USE_SHORT_DESC] [char] (6) NULL ,
[VHCL_USE_TERMNT_DT] [date/time] NULL ,
[VHCL_USE_LAST_UD_DT] [date/time] NOT NULL ,
[VHCL_USE_LAST_UD_USER_ID] [char] (8) NOT NULL
```

WKDAY TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[WKDAY_CD] [char] (1) NOT NULL ,
[WKDAY_SHORT_DESC] [char] (3) NULL ,
```

WTHR COND TABLE

[Column Name], [Data Type], (Field Size) , Values

```
[WTHR_COND_CD] [char] (1) NOT NULL ,
[WTHR_COND_LONG_DESC] [char] (7) NULL ,
[WTHR_COND_MED_DESC] [char] (5) NULL ,
[WTHR_COND_SHORT_DESC] [char] (4) NULL ,
[WTHR_COND_TERMNT_DT] [date/time] NULL ,
[WTHR_COND_LAST_UD_DT] [date/time] NOT NULL ,
[WTHR_COND_LAST_UD_USER_ID] [char] (8) NOT NULL
```

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