DESCRIPTION OF ABBREVIATIONS AND HEADINGS USED ON ACCIDENT DATA SUMMARIES

The Maine Department of Transportation uses the Nodal System for identifying and computerizing the accident locations on public roads within Maine. The Nodal System uses the logic of appointing a four-digit number, called a Node, to all intersections, major bridges, railroad crossings, town and county lines, compact lines, etc. The segment of road between Nodes is called a Link. The Maine Department of Transportation has specialized Node Maps (approximately 300), showing every Node and Link in the State, at a convenient blown-up size. All accidents on the Nodal System within the State are coded to the appropriate Node, or within a Link (by tenths from the low-numbered Node).

① U/R - Urban or Rural code indicated by a numeric #
    1 = Rural
    2 = Urban Area (over 6,000 population in compact area)
    3 = Rural-Urban (over 1,000 population in compact area - town population less than 6,000)
    4 = Federal Urban-State Rural
    5 = Federal Rural-State Urban
    9 = Signalized Int.

② Type Injury/Severity

Injury Accident: K = Killed
               A = Incapacitating Injury
               B = Non-Incapacitating Injury
               C = Possible Injury
           PD = Property Damage Only

③ Annual M = $\dfrac{\text{Annual Average Daily Traffic for Each Leg of the Intersection} \times 365 \text{ Days} \times 0.5}{10^6}$
   ENT.-VEHS   Annual Million Entering Vehicles

④ Annual HM = $\dfrac{\text{Annual Average Daily Traffic} \times \text{Section Length} \times 365 \text{ Days}}{10^8}$
   VEH-Miles   Annual Hundred Million Vehicle Miles of Travel

⑤ Accident Rates = Link, $\dfrac{\text{Number Accidents}}{\text{Annual Hundred Million Vehicle Miles} \times \text{Study Period Years}}$
   (Actual Rate)

               = Node, $\dfrac{\text{Number Accidents}}{\text{Annual Million Entering Vehicles} \times \text{Study Period Years}}$

⑥ Critical Rate = Statewide Average + Confidence Level $\times \sqrt{\dfrac{\text{Statewide Average}}{\text{Study Period years} \times \text{Annual Hundred Million Vehicle Miles}}} - \dfrac{1}{2 \text{ (Study Period Years)} \times \text{Annual Hundred Million Vehicle Miles}}$
   (Expected Rate)

⑦ Critical Rate Factor = $\dfrac{\text{Accident Rate}}{\text{Critical Rate}}$
   (Number of times Actual Rate exceeds Critical Rate)