MAIL SURVEY TO COLLECT TRUCK-COMMODITY DATA

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This paper presents some results of a mail survey designed to test procedures for collecting truck commodity data from a sample of truck registrants. The results of an earlier test based on Kansas data were reported in another report (1). The first test showed that respondents to a mail questionnaire will yield data on commodity carried—and on truck movement and that more than one mailing would be required to obtain a satisfactory response rate. The present study tested both questionnaire design and follow-up procedures.

SAMPLE DESIGN

Three states, Missouri, New York, and Wisconsin, participated in the study. A sample of 819 truck registrations was selected in each state. Two restraints were placed on the sample. The first was that one-third of the sample, or 273 trucks, should have licenses for more than 26,000 lb gross weight. The remaining two-thirds, or 546 trucks, should have licenses for no more than 26,000 lb gross weight. The second restraint was that the sample numbers should be distributed throughout the entire file of registrations.

Four questionnaires of increasing complexity, shown in Figures 1 and 2, were tested in each state. The differences in data obtained are as follows:

- 1. Form C-1, the simplest, yielded data on commodity type, commodity weight, and mileage;
 - 2. Form C-2 yielded data on commodity type, origin and destination, and mileage;
 - 3. Form C-3 yielded the same data as form C-2 plus data on commodity weight; and
- 4. Form C-4, the most complex questionnaire, yielded data on commodity type and weight, origin and destination, land use, and type of service performed.

Forms C-1, C-2, and C-3 asked identical questions concerning vehicle characteristics. Form C-4 requested more detailed data on vehicles than did the other 3 forms.

Each of the 4 forms were assigned to one-fourth of the samples in each state. Forms for the 819 samples in a state were mailed over a 13-week period, 63 per week. One-third of the 63 mailings were taken from the sample of trucks registered at more than 26,000 lb gross weight. Information was requested for travel performed during a specified 24-hour period of 3 to 4 days after the form was mailed. These periods were uniformly distributed over the 7 days of each week of the 13-week period.

After the selection of the sample, the telephone numbers of a predetermined one-third of the registrants were determined where possible. The numbers that were found were called, generally on the day following the assigned data period. Registrants were reminded to complete the questionnaire and return it. A reminder letter was mailed to another predetermined third of the sample, generally 2 days after the original mailing. The mailed reminder should have reached the registrant during the assigned travel day or during the following day. The remaining third of the samples was not reminded during the first week to respond to the questionnaire. A follow-up inquiry and questionnaire were mailed to each nonrespondent one week after the original mailing. One week

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| 4th Stop | At Trip Start Lat Stap 2nd Stap 3rd Stap 4th Stap Sih Stap Sih Stap | 2 | 2 | 1 x Stop 2 nd Stop 3 rd Stop 4 th Stop 5 th Stop 5 th Stop 6 th Stop 7 th | 2nd Stop 3rd Stop 4th Stop 5th Stop | 2nd Stop 3rd Stop 4th Stop 5th Stop | 3rd Stop dih Stop Sih Stop | 3rd Stop dih Stop Sih Stop | 3rd Stop 4rh Stop 5rh Stop | eth Stop Sth Stop | eth Stop Sth Stop | Srh Stop | Srh Stop | Srh Stop | Srh Stop | Srh Srop | | | | | · · · · · · · · · · · · · · · · · · · | | | | | | | | THANK YOU. PLEASE RETURN QUESTIONNAIRE | THANK YOU. PLEASE RETURN QUESTIONNAIRE |
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| 5th Stop THANK YOU. PLEASE RETURN QUESTIONNAIRE 6. On the first line below, list the location of the vehicle at 2 A.M. if the vehicle was parked then. But if the vehicle was not the road of 2 A.M., list the location of that trip's sterring point. On the other lines, list the locations at which litems were picked up or delivered during the 2-thour partied starting at 2 A.M. on the date specified above. In addition to location, list the practical commodity carried in the vehicle between each delivery-play point, list weight, and the distance between successive points. If weight is unknown, list the number or quantity of items and the measure of the quantity. Examples: 500 galloss, 10 code; yeds, 100 cases, etc.) Space is provided for live locations. If more than five stops were made to gickup or daliver, please note the information on a spar sheet of pages and return it with this form. Location Location Description: (Examples: SAND, Const. Pry Vision and Measure COUNTY, STATE) CANED GOODS, EMPTY) Principal Commodity Carried (Examples: SAND, Const. Pry Vision and Measure Location Location Location COUNTY, STATE) | At Trip Stert 1st Step | A. On the first line below, list the location of the vehicle as 2 A.M. If the vehicle was parked them. But if the vehicle was not he road of 2 A.M. Its the location of that tiple sterring point. On the other lines, list the locations at which items were picked up at delivered during the 2 A-hour period starting of 2 A.M. on the date specified beve. In addition to location, list the principal commodity comied in the vehicle between order delivery-picker point, its weight, and the distance between successive points. If weight is unknown, list the number or quantity of items and the necessor of the quantity. Exemples: 500 gallons, 10 codes yeads, 100 cases, etc.) Space is provided for live locations. 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Location Location Description: (ADDRESS, CITY OR COUNTY, STATE) AT 1715 Stort AT 1715 Stort AT 1715 Stort AT 1715 Stort | At Trip Stert 1st Step 2nd Step 3nd S | 1st Stop 2nd Stop 3nd Stop 3nd Stop 3nd Stop 4th Stop 5th Stop THANK YOU. PLEASE RETURN QUESTIONNAIRE 6. On the first line below, list the location of the vehicle at 2 A.M. if the vehicle was parked then. But if the vehicle was on the road of 2 A.M., list the location of that trip's storting point. On the other lines, list the locations at which litens were picked up or delivered during the 2 A.M. on the date specified bove. In addition to location, list the principal commodity carried in the vehicle between each delivery-pickup point, its weight, and the distance between successive points. If vehicle between each delivery-pickup point, its weight, and the distance between successive points. If vehicle is anknown, list the number or quantity of items and the necessary of the quantity. 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If weight is anhown, list the number or quantity of items and the measure of the quantity. Exemples: 500 gallons, 10 coller prody, 100 cases, etc.) Space is provided for five locations. If more than five stops were made to pickup or deliver, please mate the information on a save sheet of peace and seturin with this farm. Location Location Description: At Trip Stort At Trip Stort 2nd Stop 2nd Stop 2nd Stop 3nd | 2nd Stop 3nd Stop 3nd Stop 4th Stop 5th Stop THANK YOU. PLEASE RETURN QUESTIONNAIRE 6. On the first line below, list the location of the vehicle of 2 A.M. If the vehicle was parked them. But if the vehicle was on the mod of 2 A.M., list the location of that trip's storting point. On the other lines, list the locations of which items were picked up or delivered during the 2 A.M. and the date specified bove. In addition to location, list the principal commodity carried in the vehicle between each delivery-pickup point, its weight, and the distance between successive points. If weight is unknown, list the number or quantity of items and the measure of the quantity. Examples: 500 gates, 100 cases, etc.) Space is provided for five locations. If more than five stops were made to pickup or deliver, please mate the information on 190°s when of points and events in with this form. Location Location Description: (ADDRESS, CITY OR COUNTY, STATE) (EXAMPLES SANO, CAMMED GOODS, EMPTY) A Trip Store 1st Stop 2nd Stop 3nd St | A TIP Stop Location Loca | At Josephane Country State Stope State S | 3rd Stop th Stop THANK YOU. PLEASE RETURN QUESTIONNAIRE 6. On the first line below, list the location of the vehicle at 2 A.M. if the vehicle was parked them. But if the vehicle was on the road of 2 A.M., list the location of that trip's storing point. On the other lines, list the locations at which items were picked up or delivered during the 2 A.M. on the date specified bove. 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But if the vehicle was an the road of 2 A.M., list the location of that trip's starting point. On the other lines, list the locations at which teams were picked up or delivered during the 24-butor paried starting at 2 A.M. on the date specified above. In addition to location, list the principal camedity carried in the vehicle between each deliver-pickup point, its weight as known, list the number or quantity of items and the measure of the quantity. (Examples: 300 gallons, 10 cubic yards, 100 cases, etc.) Space is provided for live locations. If more than five stops were made to pickup or deliver, please note the information on a space share of pages and etwern it with his form. Location Location Description: (EXAMPLES: SAND, CAMMED GOODS, EMPTY) 1st Stop 2nd Stop 3rd Stop 3rd Stop 3rd Stop 3rd Stop | THANK YOU. PLEASE RETURN QUESTIONHAIRE 4. On the first line below, list the location of the vehicle at 2 A.M. If the vehicle was parked then. 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If more than fire staps were made to pickup or deliver, please note the information on a space when of pure and elevent is with this form. Location Location Description: (Examples: SANO, CANNEO GOODS, EMPTY) At Trip Start 1st Stap 2nd Stap 3rd Stap | THANK YOU. PLEASE RETURN QUESTIONNAIRE 6. On the first line below, list the location of the vehicle of 2 A.M. If the vehicle was parked them. But if the vehicle was not the road of 2 A.M., list the location of that trip's starting paint. On the other lines, list the locations at which items were picked up or delivered during the 2 A.M. storting of 2 A.M. on the date specified obeve. In addition to location, list the principal commodity carried in the vehicle between each delivery-pickup polat, its weight, and the distance between excessive points. It weight is anknown, list the number or quantity of items and the measure of the quantity. (Examples: 500 galloss, 10 cubic yards, 100 cases, etc.) Space is provided for live locations. 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Figure 1. Survey forms C-1, C-2, and C-3.

| | | | SECTION C - MULTISTOP TRIPS (FO | R TRUCKS WITH 11 OR MORE STOPS) |
|--|---|------------------------|---|---|
| *************************************** | | 7 - | FIRST DESTINATION IN | |
| FÖRN C-4 | FORM APPROVED SUDGET SUREAU HO.: 84-349022 | 11 1 | | |
| WISCONSIN STATE DEPAR | RTMENT OF TRANSPORTATION | | a) Where was the vehicle first driven after 2 A.M.? | (ADDRESS OR OTHER LOCATION) ISTATE) |
| U. S. FEDERAL HIG | HWAY ADMINISTRATION | | b) What type of place is it? | ENTER THE HUMBER SHOWN BELOW FOR THAT |
| | of Public Roods | | | PLACE) |
| | 1 | | c) How many miles is this place from where the vehicle was at 2 A.M.? | Miles |
| | License # | | d) What was the purpose for this step? | 1) Deliver or pick up commodities - 150 to 1754 e) |
| The license number at the right identifies a motor | | | (CHECK ONE) | 2) Transport driver or passengers — (GO TO HEXT GOX) |
| vakicle which you registered in | <u>: </u> | 111 | | 3) Refeet, est, er rest - (GO TO HEXT BOX) |
| The fallowing questions concern its use together with any trailer during a 24-hour period starting at: 2 A.M. o | <u> </u> | | Plause list the Items delivered and their weights (or quantities). | |
| Some of the questions request the weights of items in | your truck. If you find that such questions cannot be answered | | | |
| with any degree of accuracy, please list the number or | quantity of items and the measure of the quantity. | | () Places list the Items picked up and their weights | |
| | GENERAL INFORMATION | | (or queatities). | |
| 1. Which classification describes your vehicle? 1) | Single unit with 4 tires | | | |
| SCHECK ONE) | Single unit with 6 tires Single unit with 10 tires | 11 [| SECOND DESTINATION II | MULTISTOP OPERATION |
| (CHECK ONE) | Combination, fractors emitroller Combination, truck-full truller Combination, truck-full truller | | a) Where was the vehicle driven next? | To: |
| 6) 7) | Combination, fractor-somi & full trailor Combination, truck-two trailors | | 7 | (ADDRESS OR OTHER LOCATION) (STATE) |
| 8) | (PLEASE SPECIPY) | 11 | | |
| 2. How many axion on each unit? | Manher of Aules | | | |
| " · · · · · | Vehicle Unit 1 2 3 4 | For | Multistop, First 5 | And Last 5 Stops |
| ICHECK THE APPROPRIATE COLUMN FOR EACH UNITS | Yreck alone or pawer vahicta Semitration or first trailer, if any | | | |
| | Second trailer, if any | | | |
| 3. What is the body type of each unit? | [7][][][] | | HEXT TO THE LAST STOP | M MULTISTOP OPERATION |
| 1 | /3/3/3/./././6/ | + | a) Where was the vehicle driven next? | Te: |
| ICHECK THE APPROPRIATE COLUMN | | | was the samtete extrem \$425. | (ADDRESS OR OTHER LOCATION) (STATE) |
| FOR EACH COMPONENT EXCEPT A | Truck Semitrailer | +111 | b) What type of place is 317 | (ENTER THE NUMBER SHORN BELOW FOR THAT |
| TRACTORI | Full trailer | 111 | c) How many miles is this place from the provious | -LAGE: |
| 1 | MODILE CRANES AND UTILITY SERVICE TRUCKS ARE TWO EXAMPLES OF EQUIPMENT CARRIERS | 111 | place? | Miles |
| 4. What was the condition of your vehicle at to | a working condition and:- | 111 | d) What was the purpose for this step? | 1) Deliver or pick up commodities - IGO TO ITEM o |
| 2 A.M. on the date specified above? | In motion toward a destination (GO TO 17 EM 5) | 111 | (CHECK OHE) | 2) Transport driver or pessongers - IGO TO NEXT |
| | Parked oversight on route to a destination IGO TO ITEM 51 Parked oversight out on route to a destination IGO TO ITEM 61 | | | 3) Refuel, out, or met - IGO TO NEXT BOX: |
| IGHECK ONES | Nat is working condition and:- Repaired during the 24-hour period 100 TO ITEM SI | | Place list the items delivered and their weights (or quantities). | |
| | Het repaired during the 24-hour period (PLEASE RETURN QUESTIONN AIRE) | | · | // |
| 5. When was the starting point for this trip? | GDESTIONNE (NE) | | O Please that the items nicked an end their weights | |
| 3. Wanter was time arteriting potent was mits tright | CITY, TOWN, OR COUNTY) (STATE) | | (or quantities). | //- |
| 6. List the items that were in your rehicle at 0 |) Thicks empty Weight in Pounds | 111 | | |
| 2 A.M. on the specified date and their weights (or quantities). Check "vehicle empty", if | Itoms in vehicle at 2 A.M. or the Quantity and Measure | 11 - | LAST STOP OF MUS. | TISTOP OPERATION |
| appropriate. | | $\sqcup \sqcup \vdash$ | | |
| (If "mixed freight", list the I items taking up | n | | a) There was the vehicle drives next? | TO: (ADDRESS OR OTHER LOCATION) (STATE) |
| weights of the remainder of the locit) | Remainder of load | | b). What type of place is it? | TENTER THE NUMBER SHOWN OF LOW FOR THAT |
| 7. How many miles was the vehicle driven dur- | Miles (GO TO ITEM 6) | | | PLACE) |
| | Hot dives (PLEASE RETURN QUESTIONNAIRE) | | c) Haw many miles is this place from the provious place? | Miles NZ |
| | Scops (ANY RETURN TO HOME DASE SHOULD ALSO BE | | d) What was the purpose for this stop? | 1) Deliver or pick up commediates - (GO TO (TEM e) |
| did the vehicle make to deliver or pickup | COUNTED AS A STOP) | | (CHECK OHE) | 2) Transport driver or passangers |
| items or people or other purpose? | (SEE INSTRUCTIONS IN ITEM BEI | | | 3) Refeet, est, or rest - |
| Sh. If your enswer to item So shows 10 steps or fewe Do not enswer Section C. | er, answer the questions in Section 8 for each stop (destination). | | e) Please list the items delivered and their weights (or quantities). | |
| If your enswer to Item So shows It steps or more, | answer the questions in Section C for the liest five | | | |
| stops and for the fast five stops. Do not enswer I | Section 8. | | () Please list the items picked up and their weights | |
| | | | (or questitios). | |
| | | | | |
| | | _ | | |
| | | | THANK YOU. PLEASE R | ETURN QUESTIONNAIRE |
| | | | | |
| SECTION B - FOR TRU | UCKS WITH NO MORE THAN 10 STOPS | 11 | | |
| FIR | ST DESTINATION | | | |
| a) Where was the vehicle first drives after 2 A.M.? | Te: | | | |
| h) What type of place is it? | (CITY, TOWN, COUNTY) (STATE) | | | |
| | PLACES | | | |
| e) How many miles is this place tran where the vehicle was at 2 A.M.? | Miles | | | |
| d) Did your vehicle get there within the 24-hour period after 2 A.M.? | Yes (GO TO ITEM #) | | | |
| e) What was the purpose for this step? | 1) Deliver or pickup commodition - (GO TO (TEM F) | | | |
| ICHECK O | NET 2) Transport driver or passangers - (GO TO ITEM b) 3) Refuel, out, or rest - (GO TO ITEM b) | 11 | | |
| f) Please flat the items delivered and their weights | | | | |
| (or quantities). | | | | |
| g) Please list the items picked up and their weights | | | | |
| (or quantities). | | | 1. Reilyard 7. Pas Types 2. Airport 8. Offi | nery building 13, Other non-residential structure ice building 16, Residential structure in as alle 13, Construction site |
| h) Was your vehicle driven elsewhere within the | Tes (GO TO NEXT BOX) | | 3. Boot dock or pior 7. Bor OF 4, Jours or market 10. Ass | |
| 24-hour period? | HO (PLEASE RETURN OUTS NONHAIRE) | | PLACES 5. Truck terminal 11. Gar 6. Herehouse other than a truck terminal 12. Tru | ogo, service station 17. Guarry, gravel pit, cross crucher, etc. |
| SECO | OND DESTINATION | | | 19, Other type of place |
| a) Where was the vehicle driven next? | Te | 11 – | | |
| | ICITY, TOWN, COUNTYI (ST TE) | 1- | | |
| h) What type of place is (1? | PLACE) | De | ma Data Far II. Ta | 10 Destinations |
| <u> </u> | | y sar | ne Data For Up To | IV Destinations |

Figure 2. Survey form C-4.

| 1. LICENSE NUMBER |] | TRUCK USAGE PI | LOT STUDY | | 2. | I DEN TI | FICATIO | N NUMBER | |
|---|---------------------|-----------------------------|--------------------|----------------|--------|-----------------|-------------------|-------------|---------|
| | | CONTROL CAR | 10 - 2 | | State | Монтн | .Day | WEIGHT | Se q. # |
| | ACTIVIT | Y CONTROL | | | | | or Week nda | | |
| 4. TYPE OF ACTIVITY | SCHEDUL 5. DAY 6 | | LAIN IF ANY AG | | AS NOT | (A) | ER REG. Yr. Mo | | |
| (A) MAIL | Wed | | | | | (c) | MAKE BOOY T | YPE | |
| (8) PHONE REMINDER (C) MAIL FOLLOW UP - 1 | Mon | | | | • | 11. NOT | F2: | | |
| (D) HAIL FOLLOW UP - 2 (E) SUBSTITUTE TRAVEL DAY | | | | | | 1 | - | | |
| (F) CUT-OFF DAY REG. NAME: | I Wed | | | | | Ì | | | |
| Reg. Address: | | | | | | | | | |
| | | | | | | | | | |
| TEL. No. | 8. DATE REC | EIVED: | | | | İ | | | |
| 9. Final Answered RESPONSE ALL OR IN STATUS PART | Refused | TRUCK SOLD OR WRECKED | UNDELIVER- ABLE | DATA AVAILA | | RECE AFTER (| IVED OUT-OFF | No Re ce | T VED |
| (CHECK ONE) | | | | | | | | | |

Figure 3. Control card (control cards 1 and 3 were for mail reminder and no reminder).

later, if no response had been received, another questionnaire was mailed but a substitute travel day was assigned that was exactly 2 weeks later than the original one.

Any response received after the third week was classified as a nonresponse. However, had a respondent indicated that data were unavailable for a time because the vehicle was on the road, the response would have been accepted even though received after the cutoff date.

Each participating state was sent a set of sample control cards that indicated the type of questionnaire to mail, the type of reminder to use, and the 24-hour data period to be assigned. An example is shown in Figure 3. Detailed procedures, schedule of activities, progress report forms, and form letters sent to registrants are included in the Appendix.¹

In Missouri and Wisconsin, mailing started during the week of Monday, September 15, 1969. In New York mailing started during the week of Monday, May 4, 1970. Because the New York data have not been completely processed, this report presents an analysis based on the data from the other 2 states. A supplementary report based on New York's data will be issued as soon as possible. The entire analysis is based on the unweighted results of the sample. The data were obtained from forms mailed during a 13-week period from September to December 1969.

RESULTS

Comparison of Responses

Table 1 gives the distribution of acceptable responses. A response was classified as acceptable if it was received before the cutoff date and answered at least in part or indicated that the truck had been either sold or wrecked. The total number of responses

¹The appendix to the orginal paper is not reproduced here but is available in xerox form at cost of reproduction and handling from the Highway Research Board. When ordering, refer to XS-35, HRB Special Report 120.

for each form are approximately the same for each type of reminder. However, Figure 4 shows that mail and phone reminders yielded small gains at the end of the 3-week period over no reminder. Moreover, a comparison of the number of responses received within each week following the first mailing shows that mail and phone reminders induced quicker replies. Memory bias is thereby reduced. A mail or phone reminder should, therefore, be incorporated in any subsequent study.

The total acceptable returns show little difference in response for forms C-1, C-2, and C-3, which are the simplest to complete but do not yield as much information as form C-4. The average number of acceptable responses per form for the first 3 forms was 173.5. The average number for form C-4 was 160.5, 92.5 percent of the first average. This loss must be balanced against the additional information obtained with

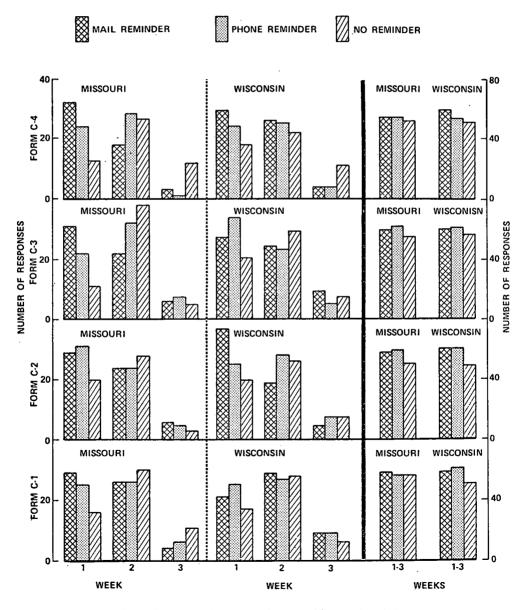


Figure 4. Acceptable responses by type of form and reminder.

TABLE 1
NUMBER OF ACCEPTABLE RESPONSES RECEIVED BEFORE CUTOFF DATE BY FORM, PERIOD RECEIVED, REMINDER, AND STATE

| Form | Mail R | eminder | Phone I | Reminder | No Re | minder | All Re | sponses |
|----------------------|----------|----------------|----------|-----------|----------|-----------|----------|-----------|
| and Week Received | Missouri | Wisconsin | Missouri | Wisconsin | Missouri | Wisconsin | Missouri | Wisconsin |
| Form C-1 | | | | • | | | | |
| 1st week | 29 | 21 | 25 | 25 | 16 | 17 | 70 | 63 |
| 2nd week | 26 | 29 | 26 | 27 | 30 | 28 | 82 | 84 |
| 3rd week | 4 | _9 | _6 | _9 | 11 | _6 | 21 | _24 |
| Total | 59 | 59 | 57 | 61 | 57 | 51 | 173 | 171 |
| Form C-2 | | | | | | | | |
| 1st week ` | 29 | 37 | 31 | 25 | 20 | 20 | 80 | 82 |
| 2nd week | 24 | 19 | 24 | 28 | 28 | 26 | 76 | 73 |
| 3rd week | _6 | _5 | _5 | _8_ | _3 | _8 | 14 | _21 |
| Total | 59 | 61 | 60 | 61 | 51 | 54 | 170 | 176 |
| Form C-3 | | | _ | • | | | | |
| 1st week | 31 | 27 | 22 | 33 | 11 | 20 | 64 | 80 |
| 2nd week | 22 | 24 | 32 | 23 | 38 | 29 | 92 | 76 |
| 3rd week | _6 | _9 | 7 | _5 | _5 | _7 | _18 | 21 |
| Total | 59 | <u>9</u> 60 | 61 | 61 | 54 | 56 | 174 | 177 |
| Form C-4 | | | | | | | | |
| 1st week | 32 | 29 | 24 | 24 | 13 | 18 | 69 | 71 |
| 2nd week | 18 | 26 | 28 | 25 | 27 | 22 | 73 | 73 |
| 3rd week | _3 | _4 | _1 | _4 | 12 | 11 | 16 | _19 |
| Total | 53 | 59 | 53 | 53 | 52 | 51 | 158 | 163 |
| All forms | | | | | • | | | |
| 1st week | 121 | 114 | 102 | 107 | 60 | 75 | 283 | 296 |
| 2nd week | 90 | 98 | 110 | 103 | 123 | 105 | 323 | 306 |
| 3rd week | _19 | _27 | _19 | 26 | 31 | 32 | _69 | _85 |
| Total | 230 | 239 | 231 | 236 | 214 | 212 | 675 | 687 |

Note: Included are responses for trucks sold or wrecked as well as incomplete responses on truck's status on travel day.

Table 2 Number of nonresponses by form, reminder, period status was determined, and state

| Form and Week | Mail R | eminder | Phone | Reminder | No Re | minder | All Re | sponses |
|-------------------------------|------------|---------------|----------|---------------|-----------|-----------|-----------|-------------------------|
| Status Determined | Missouri | Wisconsin | Missouri | Wisconsin | Missouri | Wisconsin | Missouri | Wisconsin |
| Form C-1 | _ | | | | | _ | | |
| 1st week | 2 | | 2 | | 3 | 2 | 7 | 2 |
| 2nd week | 1 | | 1 | | 1 | | 3 | |
| 3rd week After cutoff date | _7 | ρ | 7 | R | _8 | 16 | 99 | 32 |
| | | <u>8</u> 8 | _ | <u>8</u> 8 | | 16 | 22 | 32 34 |
| Total | 10 | 8 | 10 | 8 | 12 | 18 | 32 | 34 |
| Form C-2 | | | | | | | | |
| 1st week | 2 | | 1 | | 3 | 2 | 6 | 2 |
| 2nd week | 1 | | | | | | 1 | |
| 3rd week | _ | _ | 1 | _ | 1 | | 2 | _ |
| After cutoff date | _7 | <u>7</u> 7 | <u>7</u> | $\frac{7}{7}$ | 12 16 | 12 14 | <u>26</u> | 26 |
| Total | 10 | 7 | 9 | 7 | 16 | 14 | 35 | 28 |
| Form C-3 | | | | | | | | |
| 1st week | | | | 1 | 1 | | 1 | 1 |
| 2nd week | 1 | | 2 | | | 1 | 3 | 1 |
| 3rd week | | | 1 | | | | 1 | |
| After cutoff date | <u>7</u> . | 9 | <u>5</u> | <u>5</u> | 14 | 12 | <u>26</u> | 26 |
| Total | 8 | 9 | 8 | 6 | 15 | 13 | 31 | 28 |
| Form C-4 | | | | | | | | |
| 1st week | 1 | 1 | | 1 | 1 | 1 | 2 | 3 |
| 2nd week | 2 | | 1 | 2 | 1 | | 4 | 2 |
| 3rd week | | | | | | . 1 | | 1 |
| After cutoff date | 14 | _9 | 13 | <u>13</u> | 13 | 14 16 | <u>40</u> | 3 2 1 36 42 |
| Total | 17 | 10 | 14 | 16 | 15 | 16 | 46 | 42 |
| All forms | | | | | | | | |
| 1st week | 5 | 1 | 3 | 2 | 8 | 5 | 16 | 8 |
| 2nd week | 5 | | 4 | 2 | 2 | 1 | 11 | 3 |
| 3rd week | - | | 2 | | 1 | 1 | 3 | 1 |
| After cutoff date | <u>35</u> | <u>33</u> | 32 | 33 | <u>47</u> | <u>54</u> | 114 | 120 |
| Total | 45 | 34 | 41 | 37 | 58 | 61 | 144 | 132 |

Note: Included are the following 5 categories: refused, undeliverable, data not available, never received, and received after cutoff date.

form C-4 and possibly better quality data as will be indicated later in this analysis. The overall response rate for acceptable returns was 82.4 percent for Missouri and 83.9 percent for Wisconsin.

Table 2 gives the distribution of nonresponses. This classification includes refusals, undeliverable addresses, data not available, questionnaire never returned, and questionnaire received after cutoff date. The status of most nonrespondents could not be determined until after the cutoff date. Extending the period for accepting responses will result in a better response rate. This must be balanced against the cost per additional response and possible loss in accuracy because of memory bias. The returns have not been analyzed to provide information on this point. However, it is believed that the period for acceptable responses of 3 weeks should not be extended.

In Missouri, the number of samples for each type of reminder varied slightly from the 273 established in the study design as follows: 275 samples, mail reminder; 273 samples, phone reminder; and 272 samples, no reminder. An error in the preparation of control cards in Washington caused this minor deviation from the study design. The slight imbalance does not affect the analysis.

Stops per Vehicle

Some trucks engaged in local pickup and delivery, generally in urban areas, make many stops during a 24-hour period. For this study, multistop vehicles of this type were defined as vehicles making more than 10 stops within a 24-hour period. Forms C-1 and C-4 were designed to reduce the response burden for the activities of multistop vehicles. However, form C-1 does not provide information on the total number of stops.

Data given in Tables 3 and 4 show that most responses yielded data for vehicles making fewer than 10 stops within a 24-hour period. The average number of stops for the combined data of both states is 4.02 for non-multistop vehicles and 19.32 for multistop vehicles. Of the 259 vehicles reported, 38 or about one-seventh made more than 10 stops within a 24-hour period. Any mail questionnaire on truck movements that provides space to enter data for 10 stops should be adequate for about six-sevenths of the cases. Special provision must be made for the remainder.

The data provide no clear indication of whether vehicles registered in the heaviest weight class average fewer stops per 24-hour period than lighter vehicles not engaged in multistop operation.

TABLE 3
NUMBER OF TRUCKS MAKING FEWER THAN 10 STOPS, NUMBER OF SUCH STOPS, AND NUMBER OF STOPS PER TRUCK BY STATE, REGISTERED GROSS WEIGHT, AND FORM

| State and | | Form C-2 | | | Form C-3 | | | Form C-4 | | | All Forms | |
|------------------------------------|-----------------------|------------------------|-----------------------|-----------------------|------------------------|-----------------------|-----------------------|------------------------|-----------------------|-----------------------|------------------------|-----------------------|
| Registered Gross Weight (lb) | Number of Stops | Number of Trucks | Stops per Truck |
| Missouri | | | | | | | | ··· | | | | |
| 6,000 or less | 19 | 7 | 2.71 | 37 | 9 | 4.11 | 23 | 6 | 3.83 | 79 | 22 | 3.59 |
| 6,001 to 18,000 | 9 | 3 | 3.00 | 24 | 9 | 2.67 | 26 | 9 | 2.89 | 59 | 21 | 2.81 |
| 18,001 to 24,000 | 18 | 5 | 3.60 | 5 | 1 | 5.00 | 8 | 4 | 2.00 | 31 | 10 | 3.10 |
| 24,001 to 30,000 | 28 | 5 | 5.60 | 38 | 8 | 4.75 | 11 | 3 | 3.67 | 77 | 16 | 4.81 |
| 30,001 to 48,000 | 43 | 9 | 4.78 | 41 | 9 | 4.56 | 31 | 7 | 4.43 | 115 | 25 | 4.60 |
| 48,001 to 70,000 | 35 | 4 | 8.75 | 18 | 4 | 4.50 | .0 | 0 | _ | 53 | 8 | 6.62 |
| 70,001 or more | 6 | _1 | 6.00 | 24 | _5 | 4.80 | 4 | _2 | 2.00 | 34 | 8 | 4.25 |
| Total | 158 | 34 | 4.65 | 187 | 45 | 4.16 | 103 | 31 | 3.32 | 448 | 110 | 4.07 |
| Wisconsin | | | | | | | | | | | | |
| 6,000 or less | 29 | 7 | 4.14 | 0 | 0 | - | 11 | 4 | 2.75 | 40 | 11 | 3.64 |
| 6,001 to 18,000 | 59 | 13 | 4.54 | 24 | 8 | 3.00 | 39 | 11 | 3.55 | 122 | 32 | 3.81 |
| 18,001 to 26,000 | 43 | 10 | 4.30 | 30 | 5 | 6.00 | 38 | 6 | 6.33 | 111 | 21 | 5.29 |
| 26,001 to 30,000 | 12 | 2 | 6.00 | 11 | 3 | 3.67 | 14 | 5 | 2.80 | 37 | 10 | 3.70 |
| 30,001 to 48,000 | 1 | 1 | 1.00 | 19 | 6 | 3.17 | 14 | 4 | 3.50 | 34 | 11 | 3.09 |
| 48,001 to 70,000 | 17 | 4 | 4.25 | 32 | 6 | 5.33 | 28 | 5 | 5.60 | 77 | 15 | 5.13 |
| 70,001 or more | 8 | _5 | 1.60 | 8 | _3 | 2.67 | 5 | _3 | 1.67 | . 21 | 11 | 1.91 |
| Total | 169 | 42 | 4.02 | 124 | 31 | 4.00 | 149 | 38 | 3.92 | 442 | 111 | 3.98 |

| State and | | Form C-2 | | | Form C-3 | | | Form C-4 | | | All Forms | |
|------------------------------------|-----------------------|------------------------|-----------------------|-----------------------|------------------------|-----------------------|-----------------------|------------------------|-----------------------|-----------------------|------------------------|-----------------------|
| Registered Gross Weight (lb) | Number of Stops | Number of Trucks | Stops per Truck |
| Missouri | | | | | | | | | | | | |
| 6,000 or less | 34 | 1 | 34.00 | 0 | 0 | _ | 11 | 1 | 11.00 | 45 | 2 | 22,50 |
| 6,001 to 18,000 | 11 | 1 | 11.00 | Ŏ | ŏ | _ | Ô | ń | | 11 | , | |
| 18,001 to 24,000 | 0 | 0 | _ | 15 | 1 | 15.00 | ŏ | ň | Ξ | 15 | 1 | 11.00 |
| 24,001 to 30,000 | 52 | 2 | 26.00 | ő | ñ | - | 37 | ÿ | 18.50 | 89 | 1 | 15.00 |
| 30,001 to 48,000 | 53 | 3 | 17.33 | 25 | 2 | 12.50 | 46 | 3 | 15.33 | 124 | 4 | 22.25 |
| 48,001 to 70,000 | 19 | i | 19.00 | ő | õ | 10.00 | 11 | 1 | 11.00 | 30 | 8 | 15.50 |
| 70,001 or more | _0 | <u>o</u> | _ | ō | ō | _ | Ô | ó | - | 0 | 0 | 15.00 . 0 |
| Total | 169 | 8 | 21.12 | 40 | 3 | 13.33 | 105 | 7 | 15.00 | 314 | 18 | 17.44 |
| Wisconsin | | | | | | | | | | | ٠. | |
| 6,000 or less | 0 | 0 | · _ | 0 | 0 | _ | 0 . | 0 | _ | 0 | | |
| 6,001 to 18,000 | 25 | 1 | 25.00 | 43 | i | 43.00 | 11 | 1 | 11.00 | 79 | 9 | 26.33 |
| 18,001 to 26,000 | 0 | 0 | _ | 42 | 2 | 21.00 | 0 | ñ | -11.00 | 42 | 3 | 20.33 |
| 26,001 to 30,000 | 0 | 0 | _ | 40 | 2 | 20.00 | 14 | ĭ | 14.00 | 54 | 2 | |
| 30,001 to 48,000 | 69 | 3 | 23.00 | 74 | 3 | 24.67 | 28 | î | 28.00 | 171 | 3 | 18.00 |
| 48,001 to 70,000 | 24 | 2 | 12.00 | 26 | 1 | 26.00 | 24 | 9 | 12.00 | 62 | 7 | 24.43 |
| 70,001 or more | 0 | 0 | _ | Ö | ô | ~ | 0 | ő | | 0 | 0 | 12.40 |
| Total | 118 | 6 | 19.67 | 225 | 9 | 25.00 | 77 | 5 | 15.40 | 420 | 20 | 21.00 |

Coding

The first pilot study in Kansas showed that respondents provided sufficient details on commodities carried to make possible assignment of 4- or 5-digit commodity codes. Respondents in Missouri and Wisconsin provided equally good detail (Table 5). Only non-multistop data are tabulated because it was assumed that any problem in coding would show up with data for those vehicles. Inclusion of multistop data might have obscured problem areas.

One of the major objectives of this study is to determine if origin-destination of truck commodity movements can be determined by mail questionnaire. Another objective is to measure the ton-miles of commodities moved on highways. The 2 basic questions are (a) Will the respondents report origin and destination data and weight data? and (b) Even if reported, will the weight data be sufficiently accurate for use in calculating ton-miles?

TABLE 5
COMMODITIES TRANSPORTED BY TRUCKS MAKING FEWER THAN 10 STOPS BY STATE, REGISTERED GROSS WEIGHT, AND CODE ASSIGNED

| State and Registered Gross Weight (lb) | 2-Digit Code | 3-Digit Code | 4-Digit Code | 5-Digit Code | Commodity Given Code Not Assignable | Commodity Not Given | Noncommodity Transport ^a |
|---|-----------------|-----------------|-----------------|-----------------|-------------------------------------|------------------------|--|
| Missouri | | | | | | | |
| 6,000 or less | | | 18 | 70 | 5 | 7 | 117 |
| 6,001 to 18,000 | | | 20 | 50 | ŏ | i | 49 |
| 18,001 to 24,000 | | | 8 | 27 | ō | ī | 5 |
| 24,001 to 30,000 | | | 19 | 43 | ō | ī | 6 |
| 30,001 to 48,000 | | | 8 | 83 | ī | ŝ | 7 |
| 48,001 to 70,000 | | | Ō | 42 | ō | ň | i |
| 70,001 or more | · _ | _ | 1 | 23 | Ö | ŏ | 2 |
| Total | 0 | 0 | 74 | 338 | 6 | 15 | 187 |
| Wisconsin | | | | | | | |
| 6,000 or less | | | 2 | 38 - | 0 | 3 | 105 |
| 6,001 to 18,000 | | | 25 | 111 | 1 | 2 | . 27 |
| 18,001 to 26,000 | | | 13 | 125 | ō | ō | |
| 26,001 to 30,000 | | | 8 | 33 | Ŏ | ň | 4 |
| 30,001 to 48,000 | | | ĭ | 27 | ň | ĭ | 3 |
| 48,001 to 70,000 | | | ī | 67 | ő | â | ň |
| 70,001 or more | _ | _ | 3 | 18 | ŏ | ŏ | 1 |
| Total | 0 | 0 | 53 | 419 | 1 | 6 | 140 |

^aUse of truck for personal transportation and for movement of tools and equipment to the job. Any future study will use separate codes to distinguish between the two uses.

Examination of the returns showed that origins and destinations can be accurately determined for large areas such as counties and cities. In many cases, although not all, respondents supplied street addresses. For this study, codes were assigned for county, city, and SMSA. No attempt was made to code to block or other small area. In any case, geographic coding proved very time consuming.

Carried-Load

Table 6 gives a comparison of average carried-load as indicated by data obtained in the summer of 1968 for the Annual Truck Characteristics Study and the data available on forms C-3 and C-4. Form C-1, if correctly filled out, provides the total weight for the bulkiest commodities carried during a 24-hour period rather than the weight carried between each stop. Form C-2 does not collect weight data. Form C-3 yields for each stop the weight of the principal commodity carried to that stop. However, many trucks carry only one commodity between stops. It was hypothesized for the analysis of average carried-load that weight of principal commodity carried to a stop could be equated, with acceptable error, to total weight carried to the stop. Form C-4 yields values of carried-load because the respondent supplied weight of commodity delivered and weight of commodity picked up at each stop. The values for each stop obtained from forms C-3 and C-4 were treated as independent observations for comparison with the truck weight data because a truck may be weighed anywhere along its route.

In some instances, respondents reported the number of items or quantity of a commodity and the weight had to be computed on the basis of density and size of load.

The values of average carried-load given in Table 6 for data from forms C-3 and C-4 seem reasonable. In many cases, the values are within the range of averages obtained on main rural roads and on urban roads. Much of the difference may be attributed to the small sample size for each vehicle type. Form C-3 yields few or no data on average carried-load for the lighter, single-unit vehicles. This provides one indication that form C-4, which is quite complex, elicits more accurate response than the less complex forms.

It was provisionally decided that respondents could report weights or data from which weights could be computed sufficiently accurately for acceptable estimates of ton-miles. However, this should be evaluated again with a larger sample of observations.

Ton-Miles

Tables 7 and 8 give data on ton-miles for broad categories of commodities and by origin and destination as reported on forms C-3 and C-4 in Missouri. Tables 9 and 10 give the same information as reported in Wisconsin.

TABLE 6
AVERAGE CARRIED-LOAD BY STATE, VEHICLE TYPE, AND DATA SOURCE

| | 196 | 88 Study, Table V | V-3 | Dilet | Chudu |
|----------------------|-------------------------|-------------------|----------------------------------|----------|-------------------|
| State and Truck Type | All Main Rural Roads | Urban Roads | Main Rural and Urban Roads | Form C-4 | Study Form C-3 |
| Missouri | | | | | |
| Panel and pickup | 1,039 | 1, 225 | 1,089 | 1,080 | 1,480 |
| Other 2-axle, 4-tire | 996 | 2,460 | 1,512 | 900 | |
| 2-axle, 6-tire | 6, 175 | 3,851 | 5,713 | 7, 180 | |
| 3-axle, single unit | 17,057 | 17,362 | 17, 111 | 18, 250 | 18,520 |
| 2S1 | 9,377 | 10,603 | 9,549 | 6, 410 | 2, 435 |
| 2S 2 | 16,930 | 16,618 | 16,893 | 25, 330 | 20,550 |
| 3S2 | 28,932 | 28,830 | 28,921 | | 33,040 |
| Wisconsin | | | | | |
| Panel and pickup | 802 | 514 | 719 | 483 | |
| Other 2-axle, 4-tire | 844 | 697 | 811 | 1, 150 | |
| 2-axle, 6-tire | 5, 109 | 3, 495 | 4,795 | 6,097 | |
| 3-axle, single unit | 12,079 | 17,763 | 13, 285 | 15,019 | 25, 380 |
| 2\$1 | 8,005 | 3,575 | 7,663 | 18,000 | 12,700 |
| 2S2 | 17,278 | 13, 423 | 17,071 | 12,564 | 36,820 |
| 3S2 | 30,738 | 32,561 | 30,802 | 31,350 | 38, 330 |
| 2-2 | 5,026 | 5,800 | • | - | 4,500 |

TABLE 7
TON-MILES OF COMMODITY MOVEMENTS REPORTED ON FORM C-3 IN MISSOURI BY COMMODITY TYPE AND ORIGIN AND DESTINATION

| | Commodity | | Intrastate | e Movement | | Inter | state Mov | ement | |
|-----------------|---|-------------------|--------------------|----------------------|------------------------|--------------------|----------------------|------------------------|--------------|
| 2-Digit Code | Category | In One City | City to City | City to County | County to County | City to City | City to County | County to County | Total · |
| 01 | Farm products | | 80.0 | 375.0 | 492.5 | | | 2,616.0 | 3,563.5 |
| 11 | Coal | 0.6 | | | | | | , | 0.6 |
| 13 | Crude petroleum, natural gas, and gasoline | | 416.0 | | | | | | 416.0 |
| 14 | Nonmetallic minerals except fuels | 29.2 | | | 60.0 | | | | 89.2 |
| 20 | Food and kindred products | 33.3 | 200.5 | 7,462.3 | 297.8 | 467.5 | | | 8,461.4 |
| 22 | Basic textiles | 29.8 | | ., | | | | | 29.8 |
| 24 | Lumber and wood products except | | | | | | | | 20.0 |
| | furniture | 0.9 | | 6,680.0 | 45.0 | | | | 6,725.9 |
| 25 | Furniture and fixtures | 9.7 | | • | | | | | 9.7 |
| 26 | Pulp, paper, and allied products | 31.0 | | | | | | | 31.0 |
| 28 | Chemicals and allied products | 33.3 | | | 23.0 | | | | 56.3 |
| 29 | Petroleum or coal products ^a | 274.7 | 57.0 | 324.0 | 4,034.6 | 1,246.0 | | | 5,940.3 |
| 30 | Rubber and miscellaneous plastic | 1.5 | | | , | • | | | • |
| 31 | Leather and leather products | 6.4 | | | | | | | . 1.5 6.4 |
| 32 | Stone, clay, and glass products | 246.9 | | 66.0 | | | | | 312.9 |
| 33 | Primary metal products | 238.0 | 201.5 | 00.0 | 35.0 | 32.8 | | | 507.3 |
| 34 | Fabricated metal products except | 200.0 | 201.5 | | 33.0 | 32.0 | | | 507.3 |
| 01 | those coded 35, 36, and 37 | 14.9 | 20.0 | | 47.2 | | | | 82.1 |
| 35 | Machinery except electrical | 3.2 | 20.0 | 12.8 | 11.2 | | | | 16.0 |
| 36 | Electrical machinery, equipment, and supplies | 0.2 | 27.3 | 12.0 | | | | | |
| 37- | Transportation equipment | 8.9 | 21.3 | 1.5 | | | | | 27.3 |
| 39 | Miscellaneous products of manufac- | | | | | | | | 10.4 |
| | turing | 3.6 | | 122.5 | | | | | 126.1 |
| 40 | Waste and scrap material | | | | | 320.0 | | | 320.0 |
| 41 | Miscellaneous freight shipments | 350.4 | | 126.5 | | | | | 476.9 |
| 42 | Shipping containers returned empty | | | 558.0 | | | | | 558.0 |
| | Total | 1,316.3 | 1,002.3 | 15,728.6 | 5,035.1 | 2,066.3 | | 2,616.0 | 27,768.6 |
| | Code not assignable | 11.4 | - | 7.2 | 1.0 | | | , | 19.6 |
| | Commodity not specified | | 540.0 | | | | | | 540.0 |

^aWeight-distance available but not origin-destination, 4.0.

Table 8 Ton-miles of commodity movements reported on form c-4 in missouri by commodity type and origin and destination

| | Commodity | | Intrastate | Movement | | Inter | state Mov | em ent | |
|-----------------|--------------------------------------|-------------------|--------------------|----------------------|------------------------|--------------------|----------------------|------------------------|----------|
| 2-Digit Code | Category | In One City | City to City | City to County | County to County | City to City | City to County | County to County | Total |
| 01 | Farm products | | | 595.5 | 56.2 | | 40.5 | | 692.2 |
| 14 | Nonmetallic minerals except fuels | 447.0 | | 675.0 | 2.0 | | | | 1, 124.0 |
| 20 | Food and kindred products | 61.0 | 678.3 | 764.4. | 571.9 | | | | 2,075.6 |
| 22 | Basic textiles | 17.8 | | | | | | • | 17.8 |
| 24 | Lumber and wood products except | | | | | | | | |
| | furniture | | | | 22.8 | | | | 22.8 |
| 27 | Printed matter | 5.9 | | | | | | | 5.9 |
| 28 | Chemicals and allied products | 423.6 | | | 28.0 | | | | 451.6 |
| 29 | Petroleum or coal products | 158.8 | 101.3 | 82.8 | | | | | 342.9 |
| 31 | Leather and leather products | 3.1 | | | | | | | 3.1 |
| 32 | Stone, clay, and glass products | 373.0 | 30.0 | 1,747.0 | | | | | 2, 150.0 |
| 33 | Primary metal products | 28.1 | | | | | | | 28.1 |
| 34 | Fabricated metal products except | | | | | | | | |
| | those coded 35, 36, and 37 | 5.6 | | | | | | | 5.6 |
| 35 | Machinery except electrical | 10.2 | | | | 200.0 | | | 210.2 |
| 36 | Electrical machinery, equipment, and | | | | | | | | |
| | supplies | 167.2 | | | | | | | 167.2 |
| 39 | Miscellaneous products of manufac- | | | | | | | | |
| | turing | 4.0 | | | | • | | | 4.0 |
| 40 | Waste and scrap material | 5.0 | | | | | | | 5.0 |
| 41 | Miscellaneous freight shipments | | 867.5 | | 70.0 | 25.0 | | | 962.5 |
| | Total | 1,710.3 | 1,677.1 | 3,864.7 | 750.9 | 225.0 | 40.5 | | 8, 268.5 |

TABLE 9
TON-MILES OF COMMODITY MOVEMENTS REPORTED ON FORM C-3 IN WISCONSIN BY COMMODITY TYPE AND ORIGIN AND DESTINATION

| | Commodity | | Intrastate | Movement | | Inter | state Mov | ement | |
|-----------------|------------------------------------|-------------------|--------------------|----------------------|------------------------|--------------------|----------------------|------------------------|-----------|
| 2-Digit Code | Category | In One City | City to City | City to County | County to County | City to City | City to County | County to County | Total |
| 01 | Farm products | | | 4.5 | 250.5 | • | | | 255.0 |
| 14 | Nonmetallic minerals except fuels | | | 2,030.4 | 720.3 | | | | 2,750.7 |
| 20 | Food and kindred productsa | 29.9 | 36.8 | 20.0 | 365.9 | 4, 163.0 | | | 5,715.6 |
| 23 | Apparel and other finished textile | | | | | | | | • |
| | products | 1.2 | | | | | | | 1.2 |
| 24 | Lumber and wood products except | | | | | | | | |
| | furniture | | | 5,065.0 | 1,515.0 | | | | 6,580.0 |
| 29 | Petroleum or coal products | 515.0 | 2,556.4 | 2, 266.0 | | | | | 5,337.4 |
| 32 | Stone, clay, and glass products | 245.0 | 14.7 | 170.0 | 154.0 | | | | 583.7 |
| 33 | Primary metal products | | | 22.0 | | | | | 22.0 |
| 34 | Fabricated metal products | | 50.0 | 527.5 | | | | | 577.5 |
| 35 | Machinery except electrical | | | 11.2 | | 300.0 | | | 311.2 |
| 40 | Waste and scrap material | 27.8 | | | | | | | 27.8 |
| | Total | 818.9 | 2,657.9 | 10,116.6 | 3,005.7 | 4,463.0 | | | 22, 162.1 |
| | Code not assignable | | - | 5.0 | | - | | | 5.0 |

^aWeight-distance available but not origin-destination, 1,100.0.

For this analysis, a movement was classified as city to city even if the cities were adjacent. Some of the interstate ton-miles in Missouri represent travel between Kansas City, Missouri, and Kansas City, Kansas, as well as between St. Louis, Missouri, and East St. Louis, Illinois. In a full-scale study, essentially local interstate movements should be distinguished from relatively long-distance trips.

No attempt has been made to expand these data to statewide estimates. The sample is too small to yield precise estimates of totals. The tabulations show the potential for detailed analyses that a successful large-scale study could make possible.

A measure to compare the quality of the ton-mile data from form C-3 with those from form C-4 is the percentage of the total ton-miles that is based on computed values of weight or distance. Table 11 gives the contribution of computed values to the ton-mile distributions given in Tables 7, 8, 9, and 10. The sum of the ton-miles for Missouri and Wisconsin from form C-3 is 50,495.3. Of this total, 17,102.3 ton-miles or 33.9 percent is based on computed values of weight or distance. The sum of the ton-

TABLE 10
TON-MILES OF COMMODITY MOVEMENTS REPORTED ON FORM C-4 IN WISCONSIN BY COMMODITY TYPE AND ORIGIN AND DESTINATION

| Commodity | | . Intrastate Movement | | | | Interstate Movement | | | | |
|-----------------|---|-----------------------|--------------------|----------------------|------------------------|---------------------|----------------------|------------------------|----------|--|
| 2-Digit Code | Category | In One City | City to City | City to County | County to County | City to City | City to County | County to County | Total | |
| 01 | Farm products | | | 2,664.1 | 333.9 | 152.5 | | 3, 150.5 | | |
| 14 | Nonmetallic minerals except fuels | 12.2 | 15.0 | 1,005.0 | 1,728.0 | | | | 2,760.2 | |
| 20 | Food and kindred products | 110.2 | 1,345.4 | 1.0 | | 1,668.8 | 1,200.0 | | 4,325.4 | |
| 24 | Lumber and wood products except furniture | | • | 210.0 | 367.5 | | , | | 577.5 | |
| 25 | Furniture and fixtures | 1.8 | 1.5 | 210.0 | 001.0 | | | | 3.3 | |
| 27 | Printed matter | 1.0 | 1.0 | | | 1,188.0 | | | 1, 188.0 | |
| 28 | Chemicals and allied products | 10.0 | 16.5 | | | 1, 100.0 | | .* | 26.5 | |
| 29 | Petroleum or coal products | 1,058.5 | | 128.0 | 25.8 | | | | 1,212.3 | |
| 32 | Stone, clay, and glass products | 529.6 | 195.0 | | | 2,750.0 | | | 3,474.6 | |
| 33 | Primary metal products | 0.2 | 1,050.0 | | | _, | | | 1,050.2 | |
| 34 | Fabricated metal products except | | -, | | | | | | -,000 | |
| •• | those coded 35, 36, and 37 | 31.6 | 361.3 | 307.1 | | 198.8 | 3,471.3 | | 4,370.1 | |
| 35 | Machinery, except electrical | | | 1.6 | 1.0 | 7 | , -, | | 2.6 | |
| 36 | Electrical machinery, equipment, and | | | | | | | | | |
| | supplies | | 1.5 | | | | | | 1.5 | |
| 41 | Miscellaneous freight | 1.5 | 1.5 | | | | | | 3.0 | |
| 42 | Shipping containers returned empty | 11.0 | 85.7 | | | 37.5 | | | 134.2 | |
| | Total | 1,766.6 | 3,073.4 | 4,316.8 | 2,456.2 | 5,843.1 | 4,823.8 | | 22,279.9 | |

TABLE 11
TON-MILES BASED ON COMPUTED VALUES OF WEIGHT OR DISTANCE FOR BOTH STATES BY FORM AND ORIGIN AND DESTINATION

| | Intrastate Movement | | | | Interstate Movement | | | |
|----------------------------------|---------------------|--------------------|----------------------|------------------------|---------------------|----------------------|------------------------|-----------|
| Form and Item Computed | In One City | City to City | City to County | County to County | City to City | City to County | County to County | Total |
| C-3 | | | | | | | | |
| Weight | 137.9 | | 2,908.2 | 1,663.4 | | | | 4,709.5 |
| Distance | 326.7 | 636.8 | 716.0 | 6.9 | 1,713.5 | | 2,616.0 | 7, 115.9 |
| Weight and distance ^a | 866.3 | 43.0 | 3,686.1 | 677.4 | | | | 5,276.8 |
| Total | 1,330.9 | 679.8 | 7,310.3 | 2,347.7 | 1,713.5 | | 2,616.0 | 17, 102.2 |
| C-4 | | | | | | | | |
| Weight | 597.5 | 875.7 | 3,380.7 | 411.6 | | | | 5, 265.5 |
| Distance | 18.1 | | 91.5 | | 200.0 | | | 309.6 |
| Weight and distance | 1,059.6 | 657.5 | | 139.5 | 25.0 | | | 1,881.6 |
| Total | 1,675.2 | 1,533.2 | 3,472.2 | 551.1 | 225.0 | | | 7,456.7 |

^aSee footnote to Table 7.

miles for both states from form C-4 is 30,548.4. Of this total, 7,456.7 ton-miles or 24.4 percent is based on computed values of weight or distance. The difference in the percentages indicate that the form C-4 elicits more detailed responses on weight and distance than does form C-3. Because the need for such data is very great, any future mail survey on truck commodity movement should adopt the more complex question-naire despite the slightly reduced response rate noted earlier.

Table 12 gives the distribution of the percentage of ton-mile movements in each ton-mile class and the cumulated percentage distribution. More than half the reported movements do not exceed 20 ton-miles. About two-thirds of the movements do not exceed 40 ton-miles. About ten percent of the reported movements exceed 200 ton-miles.

Origin and Destination

Table 13 gives for the unweighted sample data the percentage of truck trips with load and the percentage of the corresponding ton-miles, by origin and destination. Loaded truck trips with one or both ends in an SMSA constitute 50.4 percent of the total loaded truck trips. These trips also produced 50.4 percent of the total ton-miles. That correspondence might be changed but not markedly if the trips with unknown origins and destinations could be appropriately classified. The data also show that loaded truck trips with both ends within a single city produce a relatively small proportion of the ton-miles.

The drop in the proportion of ton-miles for interstate trips with both ends in an SMSA when compared with other interstate trips may be partially accounted for by the presence of the St. Louis and Kansas City SMSA's in the 2-state sample. These SMSA's include territories in adjoining states.

TABLE 12
TON-MILE DISTRIBUTION BASED ON DATA FROM FORMS
C-3 AND C-4 IN MISSOURI AND WISCONSIN

| Ton-Miles | Percent | Cumulated Percent | Ton-Miles | Percent | Cumulated Percent | • |
|----------------|---------|----------------------|------------------|---------|----------------------|-------|
| 0.01 to 10.0 | 42.00 | 42.00 | 60.01 to 70.00 | 3.28 | 74.76 | |
| 10.01 to 20.00 | 11.75 | 53.75 | 70.01 to 80.00 | 1.93 | 76.69 | |
| 20.01 to 30.00 | 6.17 | 59.92 | 80.01 to 90.00 | 0.77 | 77.46 | • |
| 30.01 to 40.00 | 6.17 | 66.09 | 90.01 to 100.00 | 2.31 | 79.77 | A |
| 40.01 to 50.00 | 3.08 | 69.17 | 100.01 to 200.00 | 9.64 | 89.41 | 1 |
| 50.01 to 60.00 | 2.31 | 71.48 | 200.01 or more | 10.59 | 100.00 | 7 774 |

TABLE 13
TRUCK TRIPS WITH LOAD AND TON-MILES OF COMMODITY MOVEMENTS FOR MISSOURI AND WISCONSIN BY ORIGIN AND DESTINATION

| Origin and Destination | Trips (percent) | Ton-Miles (percent) | Origin and Destination | Trips (percent) | Ton-Miles (percent) |
|---------------------------------|--------------------|------------------------|----------------------------|--------------------|------------------------|
| Intrastate trips—neither end in | | | All other intrastate trips | 5.6 | 19.7 |
| an SMSA Both ends in one city | 7.3 | 0.8 | Total | 95.2 | 70.4 |
| Each end in a different city | 2.5 | 2.8 | Interstate trips | | |
| City-county combination | 14.9 | 22.3 | Neither end in an SMSA | 1.1 | 9.6 |
| County-county combination | 23.3 | 12.5 | One end in an SMSA | 1.1 | 12.2 |
| Total | 48.0 | 38.4 | Both ends in an SMSA | 2.1 | 6.2 |
| Intrastate trips—both ends in a | | | Total | 4.3 | 28.0 |
| single SMSA | | | Unknown | 0.5 | 1.6 |
| Both ends in one city | 31.6 | 5.3 | m | | |
| Each end in a different city | 3.8 | 2.0 | Total | 100.0 | 100.0 |
| City-county combination | 3.1 | 2.4 | | | |
| County-county combination | 3.1 | 2.6 | | | |
| Total | 41.6 | 12.3 | | | |

SAMPLE SIZE

The underlying purpose for the pilot study is to test techniques for increasing the response rate of a mail survey to collect data on commodity movements via highway and to compare questionnaire effectiveness. If the test indicates that at least one of the procedures is feasible, a large-scale or national sample can be designed. The problem then is how large should that sample be.

The primary statistic measuring highway use for movement of commodities is total ton-miles. Combining acceptable responses (including no travel responses) on forms C-3 and C-4 yields a total sample of 590 vehicles. The estimated squared coefficient of variation of the population of ton-miles per 24-hour day is 19. If it is desired to estimate total ton-miles with a relative error of 10 percent at the 95 percent confidence level, the sample, n, of acceptable responses is given by

$$n = \frac{K^2(CV)^2}{D^2} = \frac{4(19)}{(0.10)^2} = 7,600$$

If an 80 percent response rate is assumed for a questionnaire of the complexity of form C-4, a total sample of $(7,600)^{5}/4$ or 9,500 is required. This may be rounded to 10,000. If equally reliable estimates are wanted for regions or divisions or other subnational levels, samples of approximately the same size must be selected for each level.

The possibility must be considered that the sample should be designed to yield estimates of a given precision for commodity groups, such as commodities that contribute about 10 percent to the total ton-miles of highway shipment. However, the distribution of ton-mile movements for a given commodity or for a given group of commodities is not necessarily the same as the distribution for some other commodity. It is unlikely that any of the distributions approach the normal.

Assignment of the presently available observations to each commodity category would provide too few cases to estimate variability with acceptable precision. A rough measure of the variability of subgroups were obtained by combining data for commodity categories into the groups given in Table 14 and by calculating the squared coefficients of variation for each. Of the 7 groups listed, groups 1, 2, 4, 6, and 7 each contributed about 10 percent to total ton-miles. The third group contributed about 30 percent and the fifth group about 20 percent to total ton-miles. The squared coefficients of variation for the 10 percent groups ranged from about 4 to 7 times that of the estimate for the total. The squared coefficient of variation for the single 30 percent group was about 5 times that for the total and that for the single 20 percent group was about 3 times that for the total.

Although the groupings combine quite different commodity categories, it is believed that the distribution of variances shown for the 10 percent groupings should be a fair

TABLE 14
GROUPS INTO WHICH COMMODITY CATEGORIES WERE COMBINED

| Group | Commodity | | | | | | |
|--------|-----------------------------|--------|---|--|--|--|--|
| | 2-Digit Code | | Category | | | | |
| 1 | 01 | | Farm products | | | | |
| 2 | 11, 13, 14 | | Coal; crude petroleum, natural gas, and gasoline; nonmetallic minerals except fuel | | | | |
| 3 | 20 | | Food and kindred products | | | | |
| 4 | 22, 23, 24, 25 | | Basic textiles; apparel and other finished textile products; lumber and wood products; furniture and fixtures | | | | |
| 5 | 26, 27, 28, 29, 3 | 0, 31 | Pulp, paper, and allied products; printed matter; chemical and allied products; petroleum or coal products; rubber and miscellaneous plastic products; leather and leather products | | | | |
| 6 | 32, 33 | | Stone, clay, and glass products; primary metal products | | | | |
| 6 7 | 34, 35, 36, 37, 3 41, 42 | 9, 40, | Fabricated metal products; machinery except electrical; electrical machinery, equipment, and supplies; transportation equipment; miscellaneous products of manufacturing; waste and scrap material; miscellaneous freight shipments; shipping containers returned empty | | | | |

approximation to the distribution of variances for individual categories or even subcategories. The ton-miles values obtained in the study for single movements range from a low of 1 to a high of 6,804. The latter value fell in the food and kindred products category, 2-digit code 20. In all the 7 groups, relatively few high values of ton-miles provided the major contribution to the sizes of the coefficients of variation.

Six times the value for the total should be a conservative estimate of the squared coefficient variation for a commodity category contributing about 10 percent to total ton-miles. If it is desired to estimate the ton-miles for such a category with a relative error of 10 percent at the 67 percent confidence level, the sample, n, of acceptable responses is given by

$$n = \frac{K^2(CV^2)}{D^2} = \frac{1[6(19)]}{(0.10)^2} = 11,400$$

If an 80 percent response rate is assumed as before, a total sample of $(11,400)^{5/4}$ or 14,250 is required. Based on 17,885,836 registered trucks in 1969, this would require a national sample of 0.08 percent of registered trucks.

ADDITIONAL COMMENTS

The major complexity on form C-1 is the requirement for the respondent to provide an estimate of the average distance a commodity was transported if there were 2 or more movements with that commodity. In a few cases, respondents supplied total distance rather than average distance.

Forms C-2 and C-3 provided space for 5 stops and requested the respondent to provide data for any additional stops on an extra sheet of paper. A few returns contained evidence that more than 5 truck stops had occurred on the travel day but the respondent did not furnish the supplementary sheet of paper with the additional data.

All questionnaires provided spaces for the state personnel to identify the vehicle as to make, year, model, and registered weight on the basis of information on the registration application. This should be eliminated from questionnaires in future studies, but the information should be available at the office. In some states, a registration number is assigned for a number of years to a vehicle owner. He may have sold the vehicle shown in the application and put the tag on a replacement vehicle. Sometimes the registration file has not been updated at the time of sampling. The owner may return the questionnaire with the remark that he no longer has the vehicle in question. He is correct. However, the sample is based on registration numbers not vehicles. Data should have been supplied for any vehicle assigned the selected registration number. Any future form letters requesting cooperation should make that point very clear to the potential respondent.

A check box to indicate "empty" should be added to the various parts of sections B and C of forms C-4. This will clarify the status of return trips and trips for other purposes than to pickup or deliver.

Because form C-4 requests information on the first 5 stops and the last 5 stops for trucks making more than 10 stops during the day, estimation of total ton-miles is based on incomplete data. The weight of the carried load at the end of the last trips should be requested in the last box of section C of form C-4. This would be item g and might be worded, "If any load was left, what was the weight of the load left in the truck?" This will provide a check on the accuracy of the assumption of stop-to-stop similarity of operations for this vehicle class.

Some trucks operated by farmers are driven on private property for at least part of the time. The covering letter should make it clear that only data on highway use are desired. Some respondents did not report delivery or pickup of commodities because they were not operating on a for-hire basis. Any future study should make it clear that information is wanted for vehicles not operated for hire. Some fleet operators do not organize their records by registration number. Other identification should be supplied, if possible. This point requires investigation. It may not be possible to solve the problem of collecting data on rental truck usage for a specified day. However, data should be obtainable on usage of leased trucks. The owner of a leased truck can be requested to supply the name of the lessor or to forward the questionnaire to the lessor.

CONCLUSIONS

- 1. A mail survey using a mail or phone reminder procedure plus follow-up will yield sufficiently high response rate for valid estimates.
- 2. A complex questionnaire yielding fairly detailed data will reduce the response rate when compared with less detailed questionnaires, but the reduction is not excessive. The quality of the response as to weight and distance may be improved, and additional detail will be obtained.
- 3. A sample of about 10,000 registrations should yield an estimate of total ton-miles with a relative error of 10 percent at the 95 percent confidence level. For a commodity class contributing about 10 percent to total ton-miles, a sample of about 15,000 registrations should yield an estimate with a relative error of 10 percent at the 67 percent confidence level. A sample averaging 20 registrations per state mailed each week with a total seasonal mailing to 13,000 registrants will yield acceptable seasonal estimates and quite reliable national and regional annual estimates. A sample of 100 registrations per state mailed one week each month will also yield acceptable seasonal estimates and quite reliable national and regional annual estimates. The effort does not seem excessive in light of the need for the data.

REFERENCE

1. Highway Planning Tech. Rept. 10, April 1969.