MICHIGAN TRUCK TRIP INFORMATION SURVEY

(Version October 28, 1988)

November 1988
FINAL REPORT

Center for National Truck Statistics

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16. Abstract

This report provides one-way frequencies for all the variables in the October 28, 1988, version of the Michigan Truck Trip Information Survey. The survey was conducted on a sample drawn from Michigan registration files of truck tractors with an empty weight over 6,000 pounds. Part 1 documents the truck file, and contains vehicle-level information on the sample of medium and heavy truck tractors selected for study. Part 2 documents the trip file and contains travel information taken on four random days over a period of one year for each vehicle.

Overall, the truck file includes information on 1,055 tractors. During the survey year, these tractors took 8,464 trips, which are documented in the trip file. The total travel of the tractors on Michigan roads on survey days was 470,017 miles.

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INTRODUCTION

Overview

The Michigan Truck Trip Information Survey (MTTIS) is a sample survey of the population and travel of heavy-duty truck tractors registered and operating in Michigan. The target group for the study consists of truck tractors with an empty weight over 6,000 pounds. Since an empty weight of 6,000 pounds is the practical lower limit for truck tractors, the study population for MTTIS covers basically all heavy-duty truck tractors registered and operating in Michigan.

This report documents the October 28, 1988, version of the Michigan Truck Trip Information Survey file. The report summarizes all the information in the computerized MTTIS data file, and consists of two parts. Part 1, the Truck File Codebook, documents the truck file. The truck file has variables at the vehicle level which describe the physical dimensions of the truck (weight, length, cabstyle and so on), company (owner) type, and annual mileage estimates, with one record for each truck in the file. The Truck File Codebook displays weighted and unweighted frequencies and percentage distributions. For each variable, the first two columns show the unweighted frequencies and percents, with the heading "N" for the frequency column. The second two columns show the frequencies and percents weighted by the appropriate inflation factor. These two columns show population estimates for truck tractors in Michigan. The column headed "WGHT" shows the weighted frequencies.

Part 2 is the Trip File Codebook, which contains trailer, cargo, route, time of day, and driver information, one record per trip, for each trip taken by a survey truck on a survey day. Only travel that occurred in the State of Michigan is included in the trip file. All the frequencies in the trip file are for actual trips.

The truck file contains information on 1,055 tractors registered in Michigan. Of the sample trucks, 71.1% are owned by firms that operate in interstate commerce, while 27.4% operate only within the state of Michigan. For-hire trucking firms own 475 or 45.0% of the sample trucks; private companies operate 564 (53.5%), and 16 (1.5%) are rental vehicles. These tractors took 8,464 trips which were traced on specially prepared maps. The mileage accumulated during these trips was broken down by road type, time of day, and area population type. The total travel of the tractors on survey days was 470,017 miles, all on Michigan roads. Mappers were able to map and categorize 96.1.% of that travel.

Sample Design

The file of truck registrations maintained by the Michigan Department of State as of April 1987 was used to draw a sample for the study. The file consisted of all registrations of commercial truck tractors with an empty weight greater than 6,000 pounds and "other" trucks; i.e., straight trucks licensed to operate at a weight of 80,000 pounds or more. Trucks participating in the International Registration Plan (IRP) with Michigan as a base state were included. After processing to eliminate duplicate registrations and a few vehicles mistakenly included, the file consisted of 40,796 trucks. This was the "sampling frame" from which the original sample of 1,522 trucks was drawn.

An examination of the expiration dates of the vehicles in the registration file showed that 15,421, or about 37.8%, of the registrations had expired. This was surprising, especially since the file of truck registrations was thought to be current. The version of the registration file as of April 1987 was used. The registration year for large trucks in Michigan runs from February 28th in one year to February 28th in the next. Registrations for all large trucks, then, expire at the same time, on February 28th. But a pilot survey determined that about 70% of the expired truck registrations on the April tape had actually been renewed for the current year. Apparently not all of the transactions renewing registrations had been received and processed by the time the tape was made. Many of the unprocessed registrations were for IRP trucks.

Since the pilot study showed that many of the registrations listed as expired had actually been renewed, it was decided to include expired registrations in the sampling frame. The sampling frame was divided into three groups, or strata, which were sampled separately. The strata employed were: Currently registered, expired IRP registration, and expired non-IRP registration. Selection was made by means of an interval procedure with a random start. The actual sample sizes drawn from each strata were chosen based on the estimated rate of renewed registrations in the expired strata and a projected non-response rate, to ensure that there would be about 1,000 completed cases of trucks with valid current registrations at the end of the survey. Table 1 shows the breakdown of the original sampling frame and the number of registrations drawn from each category.

In June of 1987 another tape file of the appropriate truck registrations was obtained. It was expected that the processing of registrations for February would be substantially complete on the June tape. Thus the June tape could be used to determine reliably the population of trucks registered on February 28, 1987. Again the tape was processed to eliminate duplicate registrations and to eliminate a few registrations that did not fit the original filter. Of the original sample of 1,522 trucks, the June tape showed that 212 were still listed as expired. Accordingly, those 212 expired registrations were deleted from the survey as non-sample vehicles. On the other hand, the June tape contained 1,054 trucks with expiration dates after February 28 that

TABLE 1

Original Sampling Frame of Michigan Truck Registrations
by Sampling Strata and Sample Size

	Registrations		Sample Size	
	N	Percent	N	Percent
Current Registration	25,375	62.2%	819	53.8%
IRP Expired	10,484	25.7	456	30.0
Non-IRP Expired	4,937	12.1	247	16.2
Total	40,796	100.0%	1,522	100.0%

were not included in the April tape. The 1,054 additional registrations that should have been on the original tape were treated as an addition to the sampling frame. Thirty-four registrations were drawn from that group and added to the sample.

In the final sample of completed cases, there were 1,055 tractors and only 30 straight trucks. That there were so few straight trucks is perhaps not surprising since only straight trucks with a licensed weight of 80,000 pounds or more were included. Since there were too few straight trucks in the sample to support any kind of meaningful analysis, it was determined to drop straight trucks from the file.

Data Collection for the Truck File

Data collection began in May of 1987. Survey interviewing was conducted by telephone whenever possible. Mail versions of the interview forms were used only when the interview could not be completed by telephone. The survey work consisted of two parts, which correspond to the two parts of the data file. The first part consisted of the initial contact with the owner. As part of the initial contact, interviewers secured the owner's cooperation, confirmed the sample vehicle's identification, obtained descriptive information on the company and truck, and made arrangements for acquiring detailed mileage information on each of four random survey days. The company and vehicle description information is summarized in V101 through V112 in Part 1, the Truck File Codebook, of this report.

Response Rates and Population Estimates

Table 2 shows the final disposition of the final sample along with some population estimates. A total of 1,556 registrations were sampled from Michigan truck registration files. Of that total, 212 or 13.6% were listed as having expired registrations and thus should not have been included among current registrations. Another 59 were determined

to be non-sample vehicles on other grounds---one was a light truck, 12 had been destroyed, and 46 were straight trucks with licensed weights under 80,000 pounds. Of the 1,285 remaining registrations, relatively complete information was gathered on 1,085. Two hundred cases could not be completed, due to an inability to locate the owner or the owner's refusal to cooperate. Considering just the 1,285 valid registrations in the sample, the completion of 1,085 cases amounts to a response rate of 84.4%. As noted above, the 30 straight trucks among the completed cases were dropped from the final file. The straight trucks were deleted after all the weighting procedures had been gone through, so that their elimination would not affect the weights.

TABLE 2

Michigan Truck Trip Information Survey Sample Cases
And Population Estimates

	Sample Cases		Population Estimates	
	N	Percent	N	Percent
Complete	1,085	69.7%	30,014.2	71.7%
Incomplete	200	12.9	5,590.2	13.4
Non-Sample	59	3.8	1,705.1	4.1
Expired Reg	212	13.6	4,540.8	10.9
Total	1,556	100.0%	41,850.3	100.0%

Table 2 also shows estimates of the population of heavy trucks in Michigan. The format of the table represents what is, in effect, a "virtual truck registration" file. The population estimate given in the "Total" row represents all the truck registrations on the April tape plus the additional 1,054 registrations on the June tape which should have been on the April tape. The total, 41,850, is the number of registrations which would have been on the April tape if all registrations had been received and processed by then. Of that total, 4,541 registrations were expired and so should not be counted among current registrations. An additional 1,705 registrations were for vehicles that had been destroyed or were light trucks and so can not be counted among the population of heavy trucks as defined above. The sum of the remaining two figures, which were estimated from the valid cases in the sample, represents the number of truck tractors and straight trucks licensed for 80,000 pounds or more operating in Michigan. There are 35,604 such trucks with Michigan registrations. Truck tractors account for 34,577 of the Michigan truck population. The remaining 1,027 are straight trucks with licensed weights of 80,000 pounds or more.

Truck File Weighting Procedures

Calculation of truck file weights was quite straightforward. Trucks were sampled from the registration file by strata. The strata were: Currently registered, expired IRP registration, and expired non-IRP registration. Variable 7 in the Truck File Codebook indicates the selection stratum from which the sample trucks were drawn. An interval selection procedure was used within each stratum. The resulting "sample weight" is contained in V11, and is simply the sampling frame total for a particular stratum divided by the number of vehicles selected from that stratum. Table 1 above shows the frame totals and sample sizes for each stratum. Table A in the Appendix shows the sample weight for each stratum.

The only adjustment factor calculated for the truck file is the "non-contact adjustment," (V13), which corrects for the cases that could not be completed. There were 200 such cases. The non-contact adjustments for each stratum are shown in Table B in the Appendix. The "final contact weight," V14, is simply the product of the original sampling weight times the non-contact adjustment, or V11 times V13. This is the weight that should be used to produce Michigan population totals for all the vehicle-level variables, which run from V101 to V112 in Part 1 of this report. The range of the final contact weight is shown in Table D of the Appendix.

Data Collection for the Trip File

Travel information was collected on the survey vehicles over the course of one year. The survey year ran from May 3, 1987, to May 2, 1988, and was divided into four quarters. Each truck was assigned a "date code," indicating the day for which travel information would be gathered in each quarter. The "date codes" (1-89) correspond to the 89 days of a trip quarter. Date codes were randomly assigned to each vehicle at the time of selection. The list of selected vehicles was sorted by owner, and date codes were assigned in such a way that adjacent vehicles on the list, and therefore possibly trucks operated by the same owner, were not given consecutive date codes. Short, two or three day "break periods" were introduced between quarters to allow the staff to prepare for the next quarter of interviewing. The start date for each trip quarter was chosen so that the survey day of any particular vehicle fell on a weekend no more than twice over the course of the survey year.

Data collection for the trip file went forward at the same time as the initial contacts were being made. During the first quarter of interviewing, both contact and the first quarter of travel information were collected. The travel data are summarized in Part 2 of this report, the Trip File Codebook. Questions covered the driver's age and experience, cargo weights and types, the number and type of trailers, and the route followed for the twenty-four hours of the truck's survey day as determined by its date code. In the case of private carriers, the owner was asked if the truck was operated for-hire on that day, and if so whether the trip was interstate and what type of regulatory

authority was used. (During the third and fourth quarters of the survey, questions concerning the source and type of the driver's training were added to the interview.) If the truck was not in use on its survey day, interviewers took the travel information from the last day the truck was used prior to the survey day. This strategy made it much more likely that travel data would be collected on each truck during each quarter. In some few cases, the truck operator knew when the truck was last in use but could only give typical travel information. Those trips were assigned trip numbers between 81 and 89. (See V1002.) In some other cases, the owner could only give typical trip and frequency of use information. Those trips were assigned trip numbers between 71 and 79.

All the frequencies in the trip file are for actual trips. The exposure data of interest are the miles accumulated by various configurations by road type, time of day, population type, and so on. A "trip" was defined so as to permit the aggregation of miles traveled for configurations of interest. A new "trip" began whenever there was a change in driver, operating authority, vehicle configuration (e.g., adding or changing trailers, lowering or raising lift axles), or cargo type or amount. Thus if the driver changed, or cargo was loaded or unloaded, or one trailer type was exchanged for another, the interviewer began a new trip form to track the mileage accumulated by the new configuration. Consequently, frequencies in the trip file reflect the number of trips and thus are not directly meaningful. For example, one of the tractors took 17 trips on one of its survey days. That vehicle on a single day generated 17 records for each of the variables in the trip file. It is important to keep in mind while examining trip file frequencies that the value of the trip file lies in aggregating different types of travel across trips and survey days for the configurations of interest.

The response rate in collecting travel information can be measured in two ways. Of the 1,055 tractors on which trip calls were made, at least one quarterly trip interview was completed for 986, for a response rate of 93.5%. The goal was to complete four trip calls on each tractor over the course of a year, for a total of 4,220 potential travel days. Interviews on a total of 3,603 were actually completed, for a survey day response rate of 85.4%

Trip File Weighting Procedures

A number of weights and inflation factors were calculated to permit the estimation of annual mileages for the Michigan tractor population from the sample of travel on survey days. The weight variable (V117, the "final trip weight") used in producing these annual mileage estimates is basically the product of the vehicle weight for the trip file times a factor that inflates the survey day mileage to an annual basis. The first step in calculating the final trip weight is the "trip non-response adjustment," V113. This adjustment corrects for the cases for which no trip surveys could be completed. It was calculated using the same strata as were used in determining the truck

file weights. (See Table C in the Appendix.) Variable 114, "trip vehicle weight," is the product of V14, the final contact weight, times the trip non-response adjustment (V113), and thus gives the vehicle level weight for tractors in the trip file.

The other component of the final trip weight is the adjustment that inflates the sample of survey day mileage to an annual basis. The trip year was divided into four quarters, and optimally travel data would have been collected on each truck in every quarter. For most of the cases, four quarters of interviewing were completed. Variable 115, the survey day weight, weights the quarterly information based on the number of quarters completed. It was calculated by dividing 365 by the number of quarters completed for a particular case.

The next step was to determine the weight of the individual survey days within a quarter. As described above, the method of collecting travel data was designed to produce mileage information for each quarter. If a tractor was not used on its selected survey date, the interview was done of the last use of the tractor on public roads before the survey day. (The survey dates and use dates are contained in V1003-V1008 in Part 2, Trip File Codebook. The Julian versions of the dates are in V1009 and V1010.) For some trips, determining the interval, I, between uses, and thus the frequency of use, was simple. In a few cases the respondent did not know when the truck was last in use, but he did know how the truck was typically used and how often it was used. In those cases, which were given trip numbers from 71 through 79, a dummy date was assigned based on the respondent's estimated frequency of use. The interval between the survey date and the use date could be used directly to determine the frequency of use for a particular quarter.

For the remaining cases, determining the interval I was somewhat more involved since the survey method did not directly determine the interval between trucks uses, but only the interval between the survey day and the day of last use. However, once a random date was selected, the particular interval between uses of the sample vehicle that span the survey day was also specified. Suppose the sample vehicle was used on the 10th and the 20th, so that this particular interval, I, was 10 days. Survey dates from the 10th to the 19th would fall in this interval (the 20th being the beginning of the next interval). The "half-interval" is estimated by the difference between the survey date and the date the truck was last used. If the survey date were the 14th, then the half-interval is 4 days. The possible outcomes for the half-interval for this example are the integers 0,1,2,3,...,9. Since the survey date was randomly selected, the probability of each outcome is the same, and the interval, I, is estimated by:

$$I = 2(\text{half-interval}) + 1$$

The frequency of use for each quarter is $1/I$. The resulting factor was multiplied by the survey day weight to determine the "annual mileage inflation factor," V116. This factor weights the survey day mileage to a yearly basis.

With the trip level vehicle weight, V114, and the factor which annualizes the survey travel, V116, the "final trip weight," V117, could be calculated by multiplying V114 times V116. Variable 117 is the appropriate weight for population estimates of travel from the trip file. Table D in the Appendix shows the ranges of the weight variables for the trip file.

Obtaining Information from the Dataset

This report provides counts and distributions of the code values for each variable in the truck and trip files. These tabulations are useful for understanding the variables available in the file, the completeness of the data, and the number of cases or trips with any specific code value. This report does not present either analysis or interpretation of the data.

Most research questions require more detailed cross-classification of the data, and for the trip file the value of the data lies primarily in the ability to aggregate mileages across configurations of interest. One might, for example, be interested in examining the differences between dump trailers and vans in road type usage. While this dataset is not accessible to public users of the Michigan Terminal System, the staff of the UMTRI Center for National Truck Statistics will be pleased to make the appropriate runs for outside users. Requests for consultation on and analysis of the data are welcomed and may be addressed to Ken Campbell at (313) 764-0248. Finally, while every effort has been made to check the accuracy of the data, the file may contain errors as yet undetected.

PART 1

The Truck File Codebook

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1	SELECTION NUMBER	4	Numeric		13
2	DATE CODE	2	Numeric		13
3	MAKE	2	Numeric		15
4	MODEL YEAR	2	Numeric		15
5	LICENSED WEIGHT	6	Numeric		16
6	WEIGHT INDICATOR	1	Numeric		16
7	SELECTION STRATUM	1	Numeric		16
8	TRIP FLAG	1	Numeric		17
9	REASON NSV	1	Numeric		17
10	JULIAN EXPIRATION DATE	5	Numeric		17
11	SAMPLE WEIGHT	5	Numeric		17
12	OUTCOME FLAG	1	Numeric		18
13	NON-CONTACT ADJUSTMENT	4	Numeric		18
14	FINAL CONTACT WEIGHT	5	Numeric		18
101	AREA OF OPERATION	1	Numeric		18
102	OPERATING AUTHORITY	1	Numeric		18
103	CARRIER TYPE	1	Numeric		19
104	OWNER OPERATOR	1	Numeric		19
105	POWER UNIT TYPE	1	Numeric		19
106	POWER UNIT BODY STYLE	1	Numeric		19
107	POWER UNIT NO. AXLES	1	Numeric		20
108	CAB STYLE	1	Numeric		20
109	FUEL TYPE	1	Numeric		20
110	POWER UNIT WEIGHT	6	Numeric		20
111	POWER UNIT LENGTH	3	Numeric		21
112	ESTIMATED ANNUAL MILEAGE	6	Numeric		21

Variable 1 **SELECTION NUMBER** MD1: None Field Width: 4
MD2: None Type: Numeric

Variable 2 **DATE CODE** MD1: None Field Width: 2
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	DATE CODE
14	1.3	463	1.3	01. Date code 1
13	1.2	426	1.2	02. Date code 2
11	1.0	362	1.0	03. Date code 3
15	1.4	500	1.4	04. Date code 4
12	1.1	399	1.2	05. Date code 5
10	0.9	325	0.9	06. Date code 6
15	1.4	500	1.4	07. Date code 7
10	0.9	336	1.0	08. Date code 8
11	1.0	386	1.1	09. Date code 9
14	1.3	463	1.3	10. Date code 10
10	0.9	338	1.0	11. Date code 11
11	1.0	362	1.0	12. Date code 12
11	1.0	362	1.0	13. Date code 13
13	1.2	450	1.3	14. Date code 14
13	1.2	426	1.2	15. Date code 15
7	0.7	248	0.7	16. Date code 16
14	1.3	463	1.3	17. Date code 17
11	1.0	362	1.0	18. Date code 18
15	1.4	476	1.4	19. Date code 19
10	0.9	323	0.9	20. Date code 20
12	1.1	399	1.2	21. Date code 21
9	0.9	299	0.9	22. Date code 22
10	0.9	338	1.0	23. Date code 23
11	1.0	352	1.0	24. Date code 24
10	0.9	338	1.0	25. Date code 25
14	1.3	439	1.3	26. Date code 26
13	1.2	426	1.2	27. Date code 27
10	0.9	336	1.0	28. Date code 28
12	1.1	376	1.1	29. Date code 29
13	1.2	426	1.2	30. Date code 30
15	1.4	492	1.4	31. Date code 31
13	1.2	426	1.2	32. Date code 32
10	0.9	325	0.9	33. Date code 33
9	0.9	291	0.8	34. Date code 34
11	1.0	349	1.0	35. Date code 35
11	1.0	362	1.0	36. Date code 36
11	1.0	365	1.1	37. Date code 37
14	1.3	437	1.3	38. Date code 38
10	0.9	325	0.9	39. Date code 39
14	1.3	447	1.3	40. Date code 40
12	1.1	386	1.1	41. Date code 41
13	1.2	413	1.2	42. Date code 42
13	1.2	421	1.2	43. Date code 43

N	Prcnt	WGHT	Prcnt	Var 2	DATE CODE
10	0.9	325	0.9	44.	Date code 44
10	0.9	325	0.9	45.	Date code 45
14	1.3	437	1.3	46.	Date code 46
12	1.1	389	1.1	47.	Date code 47
10	0.9	336	1.0	48.	Date code 48
13	1.2	400	1.2	49.	Date code 49
16	1.5	514	1.5	50.	Date code 50
11	1.0	376	1.1	51.	Date code 51
13	1.2	437	1.3	52.	Date code 52
9	0.9	288	0.8	53.	Date code 53
10	0.9	328	1.0	54.	Date code 54
14	1.3	476	1.4	55.	Date code 55
12	1.1	389	1.1	56.	Date code 56
11	1.0	362	1.0	57.	Date code 57
12	1.1	389	1.1	58.	Date code 58
15	1.4	498	1.4	59.	Date code 59
11	1.0	352	1.0	60.	Date code 60
16	1.5	500	1.4	61.	Date code 61
11	1.0	360	1.0	62.	Date code 62
13	1.2	410	1.2	63.	Date code 63
11	1.0	386	1.1	64.	Date code 64
13	1.2	410	1.2	65.	Date code 65
13	1.2	402	1.2	66.	Date code 66
11	1.0	352	1.0	67.	Date code 67
10	0.9	336	1.0	68.	Date code 68
9	0.9	291	0.8	69.	Date code 69
14	1.3	460	1.3	70.	Date code 70
13	1.2	439	1.3	71.	Date code 71
12	1.1	399	1.2	72.	Date code 72
11	1.0	354	1.0	73.	Date code 73
9	0.9	301	0.9	74.	Date code 74
13	1.2	426	1.2	75.	Date code 75
14	1.3	476	1.4	76.	Date code 76
9	0.9	291	0.8	77.	Date code 77
11	1.0	376	1.1	78.	Date code 78
11	1.0	360	1.0	79.	Date code 79
11	1.0	383	1.1	80.	Date code 80
15	1.4	487	1.4	81.	Date code 81
10	0.9	328	1.0	82.	Date code 82
9	0.9	301	0.9	83.	Date code 83
12	1.1	389	1.1	84.	Date code 84
12	1.1	386	1.1	85.	Date code 85
14	1.3	450	1.3	86.	Date code 86
10	0.9	312	0.9	87.	Date code 87
13	1.2	402	1.2	88.	Date code 88
12	1.1	397	1.1	89.	Date code 89

Variable 3 **MAKE** MD1: 9 Field Width: 2
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	MAKE
14	1.3	508	1.5	01. Autocar
0	0.0	0	0.0	02. Brockway
34	3.2	1207	3.5	03. Chevrolet
9	0.9	296	0.9	04. Diamond Reo
2	0.2	60	0.2	05. Dodge
202	19.1	6854	19.9	06. Ford
62	5.9	1918	5.6	07. Freightliner
257	24.4	8395	24.3	08. GMC
0	0.0	0	0.0	09. Hendrickson
223	21.1	7364	21.3	10. International Harvester
74	7.0	2310	6.7	11. Kenworth
69	6.5	2188	6.3	12. Mack
0	0.0	0	0.0	13. Marmon
47	4.5	1410	4.1	14. Peterbilt
54	5.1	1795	5.2	15. White
0	0.0	0	0.0	16. Mercedes-Benz
0	0.0	0	0.0	17. Volvo
3	0.3	90	0.3	18. Western Star
0	0.0	0	0.0	19. FWD
0	0.0	0	0.0	20. Oskosh
0	0.0	0	0.0	21. Iveco
2	0.2	74	0.2	98. Other
3	0.3	100	0.3	99. Unknown

Variable 4 **MODEL YEAR** MD1: 0 Field Width: 2
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	MODEL YEAR
0	0.0	0	0.0	00. Unknown
1	0.1	37	0.1	55. 1955
1	0.1	37	0.1	61. 1961
2	0.2	74	0.2	64. 1964
2	0.2	74	0.2	65. 1965
1	0.1	37	0.1	66. 1966
5	0.5	185	0.5	67. 1967
4	0.4	135	0.4	68. 1968
10	0.9	331	1.0	69. 1969
13	1.2	455	1.3	70. 1970
19	1.8	643	1.9	71. 1971
33	3.1	1075	3.1	72. 1972
40	3.8	1371	4.0	73. 1973
39	3.7	1269	3.7	74. 1974
34	3.2	1128	3.3	75. 1975
29	2.7	977	2.8	76. 1976
72	6.8	2365	6.9	77. 1977

N	Prcnt	WGHT	Prcnt	Var 4	MODEL YEAR
85	8.1	2842	8.2	78.	1978
125	11.8	4211	12.2	79.	1979
62	5.9	2068	6.0	80.	1980
45	4.3	1514	4.4	81.	1981
50	4.7	1600	4.6	82.	1982
48	4.5	1544	4.5	83.	1983
102	9.7	3177	9.2	84.	1984
118	11.2	3662	10.6	85.	1985
90	8.5	2903	8.4	86.	1986
25	2.4	852	2.5	87.	1987

Variable 5 **LICENSED WEIGHT** MDl: 0 Field Width: 6
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	LICENSED WEIGHT
0	0.0	0	0.0	000000. Unknown
1	0.1	23	0.1	006130.
				- . Licensed weight
6	0.6	222	0.6	161000.

Variable 6 **WEIGHT INDICATOR** MDl: None Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	WEIGHT INDICATOR
1055	100.0	34576	100.2	1. Licensed weight is GVW
0	0.0	0	0.0	2. Licensed weight is empty weight

Variable 7 **SELECTION STRATUM** MDl: None Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	SELECTION STRATUM
651	61.7	24120	69.9	1. Current registration
302	28.6	8013	23.2	2. "Expired" IRP registration
102	9.7	2442	7.1	3. "Expired" Non-IRP registration

Variable 8 **TRIP FLAG** MD1: 9 Field Width: 1
MD2: None Type: Numeric

Trip Survey Response Indicator

N	Prcnt	WGHT	Prcnt	TRIP FLAG
69	6.5	2264	6.6	0. No trip survey response indicator
986	93.5	32311	93.6	1. At least one trip survey response

Variable 9 **REASON NSV** MD1: 0 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	REASON NSV
1055	100.0	34576	100.2	0. Not NSV
0	0.0	0	0.0	1. Light truck
0	0.0	0	0.0	2. Destroyed
0	0.0	0	0.0	3. Not a truck
0	0.0	0	0.0	4. No longer registered in Michigan
0	0.0	0	0.0	5. Fire truck
0	0.0	0	0.0	6. Government-owned
0	0.0	0	0.0	7. Straight truck, licensed under 80,000

Variable 10 **JULIAN EXPIRATION DATE** MD1: 99999 Field Width: 5
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	JULIAN EXPIRATION DATE
1	0.1	37	0.1	31813. April 6, 1987
				- .
7	0.7	259	0.8	32872. February 28, 1990

Variable 11 **SAMPLE WEIGHT** MD1: None Field Width: 5
MD2: None Type: Numeric
Implied Dec Places: 3

Original Sampling Weight

Variable 12 **OUTCOME FLAG** MD1: 0 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	OUTCOME FLAG
0	0.0	0	0.0	0. Incomplete
0	0.0	0	0.0	1. Non-sample vehicle
1055	100.0	34576	100.2	2. Complete

Variable 13 **NON-CONTACT ADJUSTMENT** MD1: None Field Width: 4
MD2: None Type: Numeric
Implied Dec Places: 3

Population Adjustment Factor For Non-Contact

Variable 14 **FINAL CONTACT WEIGHT** MD1: None Field Width: 5
MD2: None Type: Numeric
Implied Dec Places: 3

Final Vehicle Weighting Factor For Contact Information

Variable 101 **AREA OF OPERATION** MD1: 9 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	AREA OF OPERATION
750	71.1	24007	69.5	1. Interstate
289	27.4	10102	29.3	2. Intrastate
16	1.5	466	1.3	7. Daily rental
0	0.0	0	0.0	9. Unknown

Variable 102 **OPERATING AUTHORITY** MD1: 9 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	OPERATING AUTHORITY
564	53.5	19064	55.2	1. Private
475	45.0	15045	43.6	2. For Hire
16	1.5	466	1.3	7. Daily Rental
0	0.0	0	0.0	9. Unknown

Variable 103 **CARRIER TYPE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	CARRIER TYPE
328	31.1	10789	31.3	1. Interstate Private
408	38.7	12788	37.0	2. Interstate Authorized
14	1.3	429	1.2	3. Interstate Exempt
236	22.4	8275	24.0	4. Intrastate Private
40	3.8	1369	4.0	5. Intrastate For Hire
13	1.2	458	1.3	6. Intrastate Exempt
16	1.5	466	1.3	7. Daily Rental
0	0.0	0	0.0	9. Unknown

Variable 104 **OWNER OPERATOR** MD1: 9 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	OWNER OPERATOR
27	2.6	879	2.5	1. Yes
447	42.4	14128	40.9	2. No
580	55.0	19531	56.6	8. Not applicable (private)
1	0.1	37	0.1	9. Unknown

Variable 105 **POWER UNIT TYPE** MD1: 0 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	POWER UNIT TYPE
0	0.0	0	0.0	0. Unknown
0	0.0	0	0.0	1. Straight Truck
1055	100.0	34576	100.2	8. Tractor

Variable 106 **POWER UNIT BODY STYLE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	POWER UNIT BODY STYLE
1055	100.0	34576	100.2	0. Not applicable
0	0.0	0	0.0	1. Van
0	0.0	0	0.0	2. Flat
0	0.0	0	0.0	3. Tank
0	0.0	0	0.0	5. Refrigerated
0	0.0	0	0.0	6. Dump
0	0.0	0	0.0	7. Refuse
0	0.0	0	0.0	8. Other
0	0.0	0	0.0	9. Unknown

Variable 107 **POWER UNIT NO. AXLES** MD1: 9 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	POWER UNIT NO. AXLES
269	25.5	9381	27.2	2. Two
781	74.0	25020	72.5	3. Three
5	0.5	174	0.5	9. Unknown

Variable 108 **CAB STYLE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	CAB STYLE
419	39.7	13223	38.3	2. Cabover
209	19.8	7058	20.4	3. Short Conventional
304	28.8	10349	30.0	4. Medium Conventional
123	11.7	3945	11.4	5. Long Conventional
0	0.0	0	0.0	9. Unknown

Variable 109 **FUEL TYPE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	FUEL TYPE
67	6.4	2403	7.0	1. Gasoline
983	93.2	32008	92.7	2. Diesel
3	0.3	111	0.3	3. Other
2	0.2	53	0.2	9. Unknown

Variable 110 **POWER UNIT WEIGHT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	POWER UNIT WEIGHT
1	0.1	37	0.1	006000.
				- . Weight in pounds
1	0.1	23	0.1	026860.
5	0.5	174	0.5	999999. Unknown

Variable 111 **POWER UNIT LENGTH** MD1: 999 Field Width: 3
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	POWER UNIT LENGTH
1	0.1	37	0.1	014. 14 feet
5	0.5	185	0.5	015. 15 feet
26	2.5	881	2.6	016. 16 feet
66	6.3	2364	6.8	017. 17 feet
110	10.4	3786	11.0	018. 18 feet
136	12.9	4469	12.9	019. 19 feet
193	18.3	6163	17.9	020. 20 feet
103	9.8	3330	9.6	021. 21 feet
177	16.8	5799	16.8	022. 22 feet
75	7.1	2403	7.0	023. 23 feet
38	3.6	1242	3.6	024. 24 feet
41	3.9	1298	3.8	025. 25 feet
41	3.9	1266	3.7	026. 26 feet
13	1.2	394	1.1	027. 27 feet
11	1.0	365	1.1	028. 28 feet
11	1.0	323	0.9	029. 29 feet
2	0.2	53	0.2	030. 30 feet
1	0.1	37	0.1	032. 32 feet
5	0.5	174	0.5	999. Unknown

Variable 112 **ESTIMATED ANNUAL MILEAGE** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

N	Prcnt	WGHT	Prcnt	ESTIMATED ANNUAL MILEAGE
3	0.3	111	0.3	000000.
				- . Miles
1	0.1	37	0.1	250000.
52	4.9	1642	4.8	999999. Unknown

PART 2

The Trip File Codebook

All frequencies reported in the Trip File Codebook are for the number of trips taken by the trucks in the sample and are therefore not directly meaningful.

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1	SELECTION NUMBER	4	Numeric		27
2	DATE CODE	2	Numeric		27
113	TRIP NON-RESPONSE ADJUST	4	Numeric		29
114	TRIP VEHICLE WEIGHT	5	Numeric		29
115	SURVEY DAY WEIGHT	6	Numeric		29
116	ANNUAL MILEAGE INFLATION	6	Numeric		29
117	FINAL TRIP WEIGHT	8	Numeric		29
1001	TRIP QUARTER	1	Numeric		29
1002	TRIP NUMBER	2	Numeric		30
1003	SURVEY MONTH	2	Numeric		31
1004	SURVEY DAY	2	Numeric		31
1005	SURVEY YEAR	2	Numeric		31
1006	USE MONTH	2	Numeric		31
1007	USE DAY	2	Numeric		32
1008	USE YEAR	2	Numeric		32
1009	SURVEY JULIAN DATE	5	Numeric		32
1010	USE JULIAN DATE	5	Numeric		33
1011	PRIVATE/FOR-HIRE	1	Numeric		33
1012	AREA OF OPERATION	1	Numeric		33
1013	FOR HIRE TYPE	1	Numeric		33
1014	DRIVER AGE	2	Numeric		34
1015	DRIVER YEARS W/COMPANY	2	Numeric		35
1016	POWER UNIT TYPE	1	Numeric		36
1017	STRT TRUCK BODY STYLE	1	Numeric		36
1018	POWER UNIT NO. OF AXLES	1	Numeric		36
1019	POWER UNIT LENGTH	3	Numeric		37
1020	STRAIGHT TRUCK CARGO	2	Numeric		37
1021	STRAIGHT TRUCK CARGO WT	6	Numeric		38
1022	STRT TRUCK HAZARD CARGO	1	Numeric		38
1023	ANY TRAILERS	1	Numeric		38
1024	1ST TRAILER TYPE	1	Numeric		38
1025	1ST TRAILER BODY	2	Numeric		39
1026	1ST TRAILER NO. OF AXLES	2	Numeric		39
1027	1ST TRAILER LENGTH	3	Numeric		39
1028	1ST TRAILER EMPTY WEIGHT	6	Numeric		40
1029	1ST TRAILER CARGO	2	Numeric		41
1030	1ST TRAILER CARGO WEIGHT	6	Numeric		41
1031	1ST TRAILER HAZARD CARGO	1	Numeric		41
1032	2ND TRAILER TYPE	1	Numeric		42
1033	2ND TRAILER BODY	2	Numeric		42
1034	2ND TRAILER NO. OF AXLES	2	Numeric		42
1035	2ND TRAILER LENGTH	3	Numeric		43
1036	2ND TRAILER EMPTY WEIGHT	6	Numeric		43
1037	2ND TRAILER CARGO	2	Numeric		44
1038	2ND TRAILER CARGO WEIGHT	6	Numeric		44
1039	2ND TRAILER HAZARD CARGO	1	Numeric		44
1040	3RD TRAILER TYPE	1	Numeric		45
1041	3RD TRAILER BODY	2	Numeric		45
1042	3RD TRAILER NO. OF AXLES	2	Numeric		45
1043	3RD TRAILER LENGTH	3	Numeric		45

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1044	3RD TRAILER EMPTY WEIGHT	6	Numeric		46
1045	3RD TRAILER CARGO	2	Numeric		46
1046	3RD TRAILER CARGO WEIGHT	6	Numeric		46
1047	3RD TRAILER HAZARD CARGO	1	Numeric		47
1048	GROSS COMBINATION WEIGHT	6	Numeric		47
1049	NUMBER OF TRAILERS	1	Numeric		47
1050	VEHICLE COMBINATION CODE	2	Numeric		47
1051	TOTAL MILES FOR THE TRIP	4	Numeric		48
1052	LIMITED DAY RURAL	4	Numeric		48
1053	LIMITED NIGHT RURAL	4	Numeric		48
1054	MAJOR DAY RURAL	4	Numeric		48
1055	MAJOR NIGHT RURAL	4	Numeric		49
1056	OTHER DAY RURAL	4	Numeric		49
1057	OTHER NIGHT RURAL	4	Numeric		49
1058	LIMITED DAY URBAN	4	Numeric		49
1059	LIMITED NIGHT URBAN	4	Numeric		50
1060	MAJOR DAY URBAN	4	Numeric		50
1061	MAJOR NIGHT URBAN	4	Numeric		50
1062	OTHER DAY URBAN	4	Numeric		50
1063	OTHER NIGHT URBAN	4	Numeric		51
1071	DRIVER TRAINED	1	Numeric		51
1072	SOURCE OF TRAINING	1	Numeric		51
1073	TYPE OF TRAINING	1	Numeric		51

Variable 1 **SELECTION NUMBER** MD1: None Field Width: 4
MD2: None Type: Numeric

Variable 2 **DATE CODE** MD1: None Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	DATE CODE
155	1.8	01. Date code 1
120	1.4	02. Date code 2
121	1.4	03. Date code 3
123	1.5	04. Date code 4
121	1.4	05. Date code 5
94	1.1	06. Date code 6
136	1.6	07. Date code 7
102	1.2	08. Date code 8
63	0.7	09. Date code 9
89	1.1	10. Date code 10
71	0.8	11. Date code 11
74	0.9	12. Date code 12
86	1.0	13. Date code 13
135	1.6	14. Date code 14
94	1.1	15. Date code 15
50	0.6	16. Date code 16
155	1.8	17. Date code 17
105	1.2	18. Date code 18
107	1.3	19. Date code 19
53	0.6	20. Date code 20
73	0.9	21. Date code 21
82	1.0	22. Date code 22
68	0.8	23. Date code 23
75	0.9	24. Date code 24
77	0.9	25. Date code 25
113	1.3	26. Date code 26
141	1.7	27. Date code 27
109	1.3	28. Date code 28
100	1.2	29. Date code 29
75	0.9	30. Date code 30
110	1.3	31. Date code 31
110	1.3	32. Date code 32
66	0.8	33. Date code 33
71	0.8	34. Date code 34
81	1.0	35. Date code 35
124	1.5	36. Date code 36
107	1.3	37. Date code 37
114	1.3	38. Date code 38
90	1.1	39. Date code 39
88	1.0	40. Date code 40
93	1.1	41. Date code 41
122	1.4	42. Date code 42
89	1.1	43. Date code 43

FREQ	Prcnt	Var 2	DATE CODE
53	0.6	44.	Date code 44
66	0.8	45.	Date code 45
119	1.4	46.	Date code 46
95	1.1	47.	Date code 47
96	1.1	48.	Date code 48
79	0.9	49.	Date code 49
94	1.1	50.	Date code 50
90	1.1	51.	Date code 51
116	1.4	52.	Date code 52
65	0.8	53.	Date code 53
76	0.9	54.	Date code 54
69	0.8	55.	Date code 55
68	0.8	56.	Date code 56
81	1.0	57.	Date code 57
113	1.3	58.	Date code 58
97	1.1	59.	Date code 59
84	1.0	60.	Date code 60
122	1.4	61.	Date code 61
95	1.1	62.	Date code 62
110	1.3	63.	Date code 63
108	1.3	64.	Date code 64
159	1.9	65.	Date code 65
135	1.6	66.	Date code 66
75	0.9	67.	Date code 67
67	0.8	68.	Date code 68
89	1.1	69.	Date code 69
95	1.1	70.	Date code 70
149	1.8	71.	Date code 71
72	0.9	72.	Date code 72
98	1.2	73.	Date code 73
80	0.9	74.	Date code 74
96	1.1	75.	Date code 75
95	1.1	76.	Date code 76
45	0.5	77.	Date code 77
68	0.8	78.	Date code 78
121	1.4	79.	Date code 79
99	1.2	80.	Date code 80
143	1.7	81.	Date code 81
80	0.9	82.	Date code 82
49	0.6	83.	Date code 83
65	0.8	84.	Date code 84
85	1.0	85.	Date code 85
92	1.1	86.	Date code 86
97	1.1	87.	Date code 87
116	1.4	88.	Date code 88
66	0.8	89.	Date code 89

Variable 113 **TRIP NON-RESPONSE ADJUST** MDl: None Field Width: 4
MD2: None Type: Numeric
Implied Dec Places: 3

Adjustment Factor For Non-Response to Travel Survey

Variable 114 **TRIP VEHICLE WEIGHT** MDl: None Field Width: 5
MD2: None Type: Numeric
Implied Dec Places: 3

Vehicle Weight For Trip File

Variable 115 **SURVEY DAY WEIGHT** MDl: None Field Width: 6
MD2: None Type: Numeric
Implied Dec Places: 3

FREQ	Prcnt	SURVEY DAY WEIGHT
7621	90.0	091.25 4 trip responses
560	6.6	121.67 3 trip responses
180	2.1	182.50 2 trip responses
103	1.2	365.00 1 trip response

Variable 116 **ANNUAL MILEAGE INFLATION** MDl: 0 Field Width: 6
MD2: None Type: Numeric
Implied Dec Places: 3

Inflation Factor For Survey Day to Annual Basis

Variable 117 **FINAL TRIP WEIGHT** MDl: 0 Field Width: 8
MD2: None Type: Numeric
Implied Dec Places: 3

Final Weighting Factor For Trip File Information

Variable 1001 **TRIP QUARTER** MDl: None Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	TRIP QUARTER
2169	25.6	1. Quarter 1
2205	26.1	2. Quarter 2
2084	24.6	3. Quarter 3

FREQ	Prcnt	Var 1001 TRIP QUARTER
2006	23.7	4. Quarter 4

Variable 1002 **TRIP NUMBER** MD1: None Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	TRIP NUMBER
2812	33.2	01. Trip 1
1997	23.6	02. Trip 2
949	11.2	03. Trip 3
585	6.9	04. Trip 4
294	3.5	05. Trip 5
195	2.3	06. Trip 6
120	1.4	07. Trip 7
84	1.0	08. Trip 8
57	0.7	09. Trip 9
46	0.5	10. Trip 10
23	0.3	11. Trip 11
14	0.2	12. Trip 12
10	0.1	13. Trip 13
7	0.1	14. Trip 14
4	0.0	15. Trip 15
1	0.0	16. Trip 16
1	0.0	17. Trip 17
202	2.4	71. Trip 1, typical trip, dummy date
118	1.4	72. Trip 2, typical trip, dummy date
31	0.4	73. Trip 3, typical trip, dummy date
20	0.2	74. Trip 4, typical trip, dummy date
3	0.0	75. Trip 5, typical trip, dummy date
2	0.0	76. Trip 6, typical trip, dummy date
1	0.0	77. Trip 7, typical trip, dummy date
1	0.0	78. Trip 8, typical trip, dummy date
276	3.3	81. Trip 1, typical trip, actual date
150	1.8	82. Trip 2, typical trip, actual date
59	0.7	83. Trip 3, typical trip, actual date
46	0.5	84. Trip 4, typical trip, actual date
13	0.2	85. Trip 5, typical trip, actual date
10	0.1	86. Trip 6, typical trip, actual date
7	0.1	87. Trip 7, typical trip, actual date
6	0.1	88. Trip 8, typical trip, actual date
6	0.1	89. Trip 9, typical trip, actual date
253	3.0	93. Not used
30	0.4	95. No longer registered in Michigan
31	0.4	96. Destroyed

Variable 1003 **SURVEY MONTH** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	SURVEY MONTH
714	8.4	01. January
597	7.1	02. February
695	8.2	03. March
674	8.0	04. April
781	9.2	05. May
701	8.3	06. June
727	8.6	07. July
711	8.4	08. August
700	8.3	09. September
794	9.4	10. October
666	7.9	11. November
704	8.3	12. December

Variable 1004 **SURVEY DAY** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	SURVEY DAY
247	2.9	01.
		- . Day of month
114	1.3	31.

Variable 1005 **SURVEY YEAR** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	SURVEY YEAR
5744	67.9	87. 1987
2720	32.1	88. 1988

Variable 1006 **USE MONTH** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	USE MONTH
591	7.0	01. January
572	6.8	02. February
651	7.7	03. March
621	7.3	04. April
731	8.6	05. May
691	8.2	06. June
684	8.1	07. July

FREQ	Prcnt	Var 1006 USE MONTH
712	8.4	08. August
674	8.0	09. September
796	9.4	10. October
708	8.4	11. November
716	8.5	12. December
317	3.7	99. Unknown

Variable 1007 **USE DAY** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	USE DAY
281	3.3	01.
		- . Day of month
97	1.1	31.
317	3.7	99. Unknown

Variable 1008 **USE YEAR** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	USE YEAR
26	0.3	86. 1986
5765	68.1	87. 1987
2356	27.8	88. 1988
317	3.7	99. Unknown

Variable 1009 **SURVEY JULIAN DATE** MD1: 99999 Field Width: 5
MD2: None Type: Numeric

FREQ	Prcnt	SURVEY JULIAN DATE
46	0.5	31840. May 3, 1987
		- .
12	0.1	32205. May 2, 1988

Variable 1010 **USE JULIAN DATE** MD1: 99999 Field Width: 5
MD2: None Type: Numeric

FREQ	Prcnt	USE JULIAN DATE
2	0.0	31518. June 15, 1986 - .
7	0.1	32205. May 2, 1988
317	3.7	99999.

Variable 1011 **PRIVATE/FOR-HIRE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

Applicable only to private carriers.

FREQ	Prcnt	PRIVATE/FOR-HIRE
4574	54.0	1. No
59	0.7	2. Yes
3605	42.6	8. Not applicable
226	2.7	9. Unknown

Variable 1012 **AREA OF OPERATION** MD1: 9 Field Width: 1
MD2: None Type: Numeric

Applicable only to private carriers.

FREQ	Prcnt	AREA OF OPERATION
16	0.2	1. Interstate
43	0.5	2. Intrastate
8179	96.6	8. Not applicable
226	2.7	9. Unknown

Variable 1013 **FOR HIRE TYPE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

Applicable only to private carriers.

FREQ	Prcnt	FOR HIRE TYPE
14	0.2	2. ICC Authorized
2	0.0	3. ICC Exempt
32	0.4	5. Intrastate Authorized
11	0.1	6. Intrastate Exempt
8179	96.6	8. Not applicable
226	2.7	9. Unknown

Variable 1014 **DRIVER AGE** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	DRIVER AGE
11	0.1	19. 19 years
19	0.2	20. 20 years
33	0.4	21. 21 years
78	0.9	22. 22 years
89	1.1	23. 23 years
163	1.9	24. 24 years
217	2.6	25. 25 years
166	2.0	26. 26 years
235	2.8	27. 27 years
320	3.8	28. 28 years
163	1.9	29. 29 years
390	4.6	30. 30 years
195	2.3	31. 31 years
320	3.8	32. 32 years
152	1.8	33. 33 years
255	3.0	34. 34 years
488	5.8	35. 35 years
201	2.4	36. 36 years
228	2.7	37. 37 years
308	3.6	38. 38 years
167	2.0	39. 39 years
446	5.3	40. 40 years
169	2.0	41. 41 years
225	2.7	42. 42 years
126	1.5	43. 43 years
130	1.5	44. 44 years
358	4.2	45. 45 years
191	2.3	46. 46 years
153	1.8	47. 47 years
165	1.9	48. 48 years
96	1.1	49. 49 years
275	3.2	50. 50 years
109	1.3	51. 51 years
158	1.9	52. 52 years
144	1.7	53. 53 years
118	1.4	54. 54 years
157	1.9	55. 55 years
58	0.7	56. 56 years
97	1.1	57. 57 years
90	1.1	58. 58 years
73	0.9	59. 59 years
102	1.2	60. 60 years
57	0.7	61. 61 years
61	0.7	62. 62 years
12	0.1	63. 63 years
4	0.0	64. 64 years
12	0.1	65. 65 years
12	0.1	66. 66 years

FREQ	Prcnt	Var 1014 DRIVER AGE
4	0.0	68. 68 years
4	0.0	69. 69 years
8	0.1	71. 71 years
3	0.0	73. 73 years
2	0.0	74. 74 years
647	7.6	99. Unknown

Variable 1015 **DRIVER YEARS W/COMPANY** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	DRIVER YEARS W/COMPANY
655	7.7	00. 0 years
752	8.9	01. 1 year
814	9.6	02. 2 years
753	8.9	03. 3 years
533	6.3	04. 4 years
490	5.8	05. 5 years
309	3.7	06. 6 years
257	3.0	07. 7 years
237	2.8	08. 8 years
170	2.0	09. 9 years
574	6.8	10. 10 years
154	1.8	11. 11 years
266	3.1	12. 12 years
113	1.3	13. 13 years
123	1.5	14. 14 years
293	3.5	15. 15 years
82	1.0	16. 16 years
99	1.2	17. 17 years
94	1.1	18. 18 years
85	1.0	19. 19 years
230	2.7	20. 20 years
53	0.6	21. 21 years
56	0.7	22. 22 years
40	0.5	23. 23 years
50	0.6	24. 24 years
114	1.3	25. 25 years
14	0.2	26. 26 years
31	0.4	27. 27 years
10	0.1	28. 28 years
8	0.1	29. 29 years
87	1.0	30. 30 years
5	0.1	31. 31 years
23	0.3	32. 32 years
9	0.1	33. 33 years
16	0.2	34. 34 years
58	0.7	35. 35 years
7	0.1	36. 36 years

FREQ	Prcnt	Var 1015 DRIVER YEARS W/COMPANY
8	0.1	37. 37 years
3	0.0	38. 38 years
20	0.2	39. 39 years
37	0.4	40. 40 years
18	0.2	41. 41 years
8	0.1	43. 43 years
3	0.0	44. 44 years
4	0.0	45. 45 years
3	0.0	46. 46 years
696	8.2	99. Unknown

Variable 1016 **POWER UNIT TYPE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	POWER UNIT TYPE
0	0.0	1. Straight Truck
8150	96.3	8. Tractor
314	3.7	9. Unknown

Variable 1017 **STRT TRUCK BODY STYLE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	STRT TRUCK BODY STYLE
8150	96.3	0. Not applicable
0	0.0	1. Van
0	0.0	2. Flat
0	0.0	3. Tank
0	0.0	5. Refrigerated
0	0.0	6. Dump
0	0.0	7. Refuse
0	0.0	8. Other
314	3.7	9. Unknown

Variable 1018 **POWER UNIT NO. OF AXLES** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	POWER UNIT NO. OF AXLES
2106	24.9	2. Two
6044	71.4	3. Three
314	3.7	9. Unknown

Variable 1019 **POWER UNIT LENGTH** MD1: 999 Field Width: 3
MD2: None Type: Numeric

FREQ	Prcnt	POWER UNIT LENGTH
11	0.1	014. 14 feet
37	0.4	015. 15 feet
225	2.7	016. 16 feet
407	4.8	017. 17 feet
858	10.1	018. 18 feet
927	11.0	019. 19 feet
1483	17.5	020. 20 feet
872	10.3	021. 21 feet
1446	17.1	022. 22 feet
638	7.5	023. 23 feet
352	4.2	024. 24 feet
397	4.7	025. 25 feet
270	3.2	026. 26 feet
91	1.1	027. 27 feet
60	0.7	028. 28 feet
54	0.6	029. 29 feet
6	0.1	030. 30 feet
16	0.2	032. 32 feet
314	3.7	999. Unknown

Variable 1020 **STRAIGHT TRUCK CARGO** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	STRAIGHT TRUCK CARGO
0	0.0	01. General freight
0	0.0	02. Household goods
0	0.0	03. Metal: coils, sheets, etc
2	0.0	04. Heavy machinery
72	0.9	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
0	0.0	08. Solids in bulk
0	0.0	09. Liquids in bulk
0	0.0	10. Explosives
0	0.0	11. Logs/poles/lumber
0	0.0	12. None (empty)
0	0.0	13. Refrigerated food
0	0.0	14. Mobile home
0	0.0	15. Farm products
0	0.0	16. Other
8076	95.4	98. Not applicable
314	3.7	99. Unknown

Variable 1021 **STRAIGHT TRUCK CARGO WT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

FREQ	Prcnt	STRAIGHT TRUCK CARGO WT
1	0.0	000400.
		- . Weight in pounds
1	0.0	016000.
8076	95.4	999996. Not applicable (tractor)
16	0.2	999997. Some cargo (weight unknown)
3	0.0	999998. Full cargo (weight unknown)
314	3.7	999999. Unknown

Variable 1022 **STRT TRUCK HAZARD CARGO** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	STRT TRUCK HAZARD CARGO
0	0.0	1. Hazardous cargo
74	0.9	2. Non-hazardous cargo
8076	95.4	8. Not applicable
314	3.7	9. Unknown

Variable 1023 **ANY TRAILERS** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	ANY TRAILERS
279	3.3	1. No
7870	93.0	2. Yes
315	3.7	9. Unknown

Variable 1024 **1ST TRAILER TYPE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	1ST TRAILER TYPE
7846	92.7	1. Semi-trailer
0	0.0	2. Full trailer
0	0.0	3. Utility trailer
22	0.3	4. Other
281	3.3	5. None
315	3.7	9. Unknown

Variable 1025 **1ST TRAILER BODY** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	1ST TRAILER BODY
315	3.7	00. Unknown if 1st trailer
4131	48.8	01. Van
1269	15.0	02. Flatbed
530	6.3	03. Tank
135	1.6	04. Auto Carrier
924	10.9	06. Dump
876	10.3	08. Other
281	3.3	98. Not applicable
3	0.0	99. Unknown

Variable 1026 **1ST TRAILER NO. OF AXLES** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	1ST TRAILER NO. OF AXLES
527	6.2	01. 1 axle
5194	61.4	02. 2 axles
1553	18.3	03. 3 axles
310	3.7	04. 4 axles
165	1.9	05. 5 axles
43	0.5	06. 6 axles
17	0.2	07. 7 axles
38	0.4	08. 8 axles
315	3.7	97. Unknown if 1st trailer
281	3.3	98. Not applicable
21	0.2	99. Unknown

Variable 1027 **1ST TRAILER LENGTH** MD1: 999 Field Width: 3
MD2: None Type: Numeric

FREQ	Prcnt	1ST TRAILER LENGTH
2	0.0	012. 12 feet
4	0.0	016. 16 feet
6	0.1	018. 18 feet
48	0.6	020. 20 feet
19	0.2	021. 21 feet
54	0.6	022. 22 feet
49	0.6	023. 23 feet
399	4.7	024. 24 feet
125	1.5	025. 25 feet
64	0.8	026. 26 feet
121	1.4	027. 27 feet
452	5.3	028. 28 feet

FREQ	Prcnt	Var 1027	1ST TRAILER LENGTH
61	0.7	029.	29 feet
168	2.0	030.	30 feet
15	0.2	031.	31 feet
142	1.7	032.	32 feet
48	0.6	033.	33 feet
103	1.2	034.	34 feet
153	1.8	035.	35 feet
107	1.3	036.	36 feet
37	0.4	037.	37 feet
117	1.4	038.	38 feet
24	0.3	039.	39 feet
1219	14.4	040.	40 feet
44	0.5	041.	41 feet
568	6.7	042.	42 feet
88	1.0	043.	43 feet
88	1.0	044.	44 feet
2164	25.6	045.	45 feet
48	0.6	046.	46 feet
43	0.5	047.	47 feet
1061	12.5	048.	48 feet
6	0.1	049.	49 feet
72	0.9	050.	50 feet
28	0.3	053.	53 feet
1	0.0	056.	56 feet
8	0.1	058.	58 feet
9	0.1	060.	60 feet
19	0.2	065.	65 feet
12	0.1	070.	70 feet
1	0.0	080.	80 feet
315	3.7	995.	Unknown if 1st trailer
281	3.3	996.	Not applicable
21	0.2	997.	Short
2	0.0	998.	Long
48	0.6	999.	Unknown

Variable 1028 **1ST TRAILER EMPTY WEIGHT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

FREQ	Prcnt	1ST TRAILER EMPTY WEIGHT
1	0.0	000200.
		- . Weight in pounds
2	0.0	046000.
315	3.7	999997. Unknown if 1st trailer
281	3.3	999998. Not applicable
72	0.9	999999. Unknown

Variable 1029 **1ST TRAILER CARGO** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	1ST TRAILER CARGO
1946	23.0	01. General freight
71	0.8	02. Household goods
264	3.1	03. Metal: coils, sheets, etc
715	8.4	04. Heavy machinery
125	1.5	05. Motor vehicles
0	0.0	06. Driveaway/towaway
19	0.2	07. Gases in bulk
767	9.1	08. Solids in bulk
269	3.2	09. Liquids in bulk
0	0.0	10. Explosives
170	2.0	11. Logs/poles/lumber
2718	32.1	12. None (empty)
490	5.8	13. Refrigerated food
14	0.2	14. Mobile home
231	2.7	15. Farm products
62	0.7	16. Other
315	3.7	97. Unknown if 1st trailer
281	3.3	98. Not applicable
7	0.1	99. Unknown

Variable 1030 **1ST TRAILER CARGO WEIGHT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

FREQ	Prcnt	1ST TRAILER CARGO WEIGHT
2718	32.1	000000.
		- . Weight in pounds
1	0.0	105910.
315	3.7	999995. Unknown if 1st trailer
281	3.3	999996. Not applicable
166	2.0	999997. Some cargo (weight unknown)
29	0.3	999998. Full cargo (weight unknown)
11	0.1	999999. Unknown

Variable 1031 **1ST TRAILER HAZARD CARGO** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	1ST TRAILER HAZARD CARGO
178	2.1	1. Hazardous cargo
7687	90.8	2. Non-hazardous cargo
315	3.7	7. Unknown if 1st trailer
281	3.3	8. Not applicable
3	0.0	9. Unknown

Variable 1032 **2ND TRAILER TYPE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	2ND TRAILER TYPE
0	0.0	1. Semi-trailer
668	7.9	2. Full trailer
2	0.0	3. Utility trailer
0	0.0	4. Other
7478	88.4	5. None
316	3.7	9. Unknown

Variable 1033 **2ND TRAILER BODY** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	2ND TRAILER BODY
316	3.7	00. Unknown if 2nd trailer
43	0.5	01. Van
90	1.1	02. Flatbed
52	0.6	03. Tank
0	0.0	04. Auto Carrier
387	4.6	06. Dump
98	1.2	08. Other
7478	88.4	98. Not applicable
0	0.0	99. Unknown

Variable 1034 **2ND TRAILER NO. OF AXLES** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	2ND TRAILER NO. OF AXLES
59	0.7	02. 2 axles
51	0.6	03. 3 axles
98	1.2	04. 4 axles
459	5.4	05. 5 axles
316	3.7	97. Unknown if 2nd trailer
7478	88.4	98. Not applicable
3	0.0	99. Unknown

Variable 1035 **2ND TRAILER LENGTH** MD1: 999 Field Width: 3
MD2: None Type: Numeric

FREQ	Prcnt	2ND TRAILER LENGTH
2	0.0	010. 10 feet
2	0.0	012. 12 feet
8	0.1	014. 14 feet
13	0.2	015. 15 feet
17	0.2	016. 16 feet
4	0.0	017. 17 feet
64	0.8	018. 18 feet
109	1.3	019. 19 feet
78	0.9	020. 20 feet
41	0.5	021. 21 feet
56	0.7	022. 22 feet
38	0.4	023. 23 feet
52	0.6	024. 24 feet
58	0.7	025. 25 feet
42	0.5	026. 26 feet
18	0.2	027. 27 feet
31	0.4	028. 28 feet
16	0.2	029. 29 feet
4	0.0	035. 35 feet
316	3.7	995. Unknown if 2nd trailer
7478	88.4	996. Not applicable
17	0.2	997. Short
0	0.0	998. Long
0	0.0	999. Unknown

Variable 1036 **2ND TRAILER EMPTY WEIGHT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

FREQ	Prcnt	2ND TRAILER EMPTY WEIGHT
4	0.0	001240.
		- . Weight in pounds
4	0.0	026180.
316	3.7	999997. Unknown if 2nd trailer
7478	88.4	999998. Not applicable
5	0.1	999999. Unknown

Variable 1037 **2ND TRAILER CARGO** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	2ND TRAILER CARGO
5	0.1	01. General freight
0	0.0	02. Household goods
25	0.3	03. Metal: coils, sheets, etc
6	0.1	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
207	2.4	08. Solids in bulk
28	0.3	09. Liquids in bulk
0	0.0	10. Explosives
15	0.2	11. Logs/poles/lumber
355	4.2	12. None (empty)
17	0.2	13. Refrigerated food
0	0.0	14. Mobile home
11	0.1	15. Farm products
1	0.0	16. Other
316	3.7	97. Unknown if 2nd trailer
7478	88.4	98. Not applicable
0	0.0	99. Unknown

Variable 1038 **2ND TRAILER CARGO WEIGHT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

FREQ	Prcnt	2ND TRAILER CARGO WEIGHT
355	4.2	000000.
		- . Weight in pounds
1	0.0	076000.
316	3.7	999995. Unknown if 2nd trailer
7478	88.4	999996. Not applicable
10	0.1	999997. Some cargo (weight unknown)
6	0.1	999998. Full cargo (weight unknown)
0	0.0	999999. Unknown

Variable 1039 **2ND TRAILER HAZARD CARGO** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	2ND TRAILER HAZARD CARGO
21	0.2	1. Hazardous cargo
649	7.7	2. Non-hazardous cargo
316	3.7	7. Unknown if 2nd trailer
7478	88.4	8. Not applicable
0	0.0	9. Unknown

Variable 1040 **3RD TRAILER TYPE** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	3RD TRAILER TYPE
0	0.0	1. Semi-trailer
0	0.0	2. Full trailer
0	0.0	3. Utility trailer
0	0.0	4. Other
8147	96.3	5. None
317	3.7	9. Unknown

Variable 1041 **3RD TRAILER BODY** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	3RD TRAILER BODY
317	3.7	00. Unknown if 3rd trailer
0	0.0	01. Van
0	0.0	02. Flatbed
0	0.0	03. Tank
0	0.0	04. Auto Carrier
0	0.0	06. Dump
0	0.0	08. Other
8147	96.3	98. Not applicable
0	0.0	99. Unknown

Variable 1042 **3RD TRAILER NO. OF AXLES** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	3RD TRAILER NO. OF AXLES
0	0.0	02. 2 axles
0	0.0	03. 3 axles
0	0.0	04. 4 axles
317	3.7	97. Unknown if 3rd trailer
8147	96.3	98. Not applicable
0	0.0	99. Unknown

Variable 1043 **3RD TRAILER LENGTH** MD1: 999 Field Width: 3
MD2: None Type: Numeric

FREQ	Prcnt	3RD TRAILER LENGTH
317	3.7	995. Unknown if 3rd trailer
8147	96.3	996. Not applicable
0	0.0	997. Short

FREQ	Prcnt	Var 1043 3RD TRAILER LENGTH
0	0.0	998. Long
0	0.0	999. Unknown

Variable 1044 **3RD TRAILER EMPTY WEIGHT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

FREQ	Prcnt	3RD TRAILER EMPTY WEIGHT
317	3.7	999997. Unknown if 3rd trailer
8147	96.3	999998. Not applicable
0	0.0	999999. Unknown

Variable 1045 **3RD TRAILER CARGO** MD1: 99 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	3RD TRAILER CARGO
0	0.0	01. General freight
0	0.0	02. Household goods
0	0.0	03. Metal: coils, sheets, etc
0	0.0	04. Heavy machinery
0	0.0	05. Motor vehicles
0	0.0	06. Driveaway/towaway
0	0.0	07. Gases in bulk
0	0.0	08. Solids in bulk
0	0.0	09. Liquids in bulk
0	0.0	10. Explosives
0	0.0	11. Logs/poles/lumber
0	0.0	12. None (empty)
0	0.0	13. Refrigerated food
0	0.0	14. Mobile home
0	0.0	15. Farm products
0	0.0	16. Other
317	3.7	97. Unknown if 3rd trailer
8147	96.3	98. Not applicable
0	0.0	99. Unknown

Variable 1046 **3RD TRAILER CARGO WEIGHT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

FREQ	Prcnt	3RD TRAILER CARGO WEIGHT
317	3.7	999995. Unknown if 3rd trailer
8147	96.3	999996. Not applicable
0	0.0	999997. Some cargo (weight unknown)

FREQ	Prcnt	Var 1046 3RD TRAILER CARGO WEIGHT
0	0.0	999998. Full cargo (weight unknown)
0	0.0	999999. Unknown

Variable 1047 **3RD TRAILER HAZARD CARGO** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	3RD TRAILER HAZARD CARGO
0	0.0	1. Hazardous cargo
0	0.0	2. Non-hazardous cargo
317	3.7	7. Unknown if 3rd trailer
8147	96.3	8. Not applicable
0	0.0	9. Unknown

Variable 1048 **GROSS COMBINATION WEIGHT** MD1: 999999 Field Width: 6
MD2: None Type: Numeric

FREQ	Prcnt	GROSS COMBINATION WEIGHT
1	0.0	007000.
		- . Weight in pounds
3	0.0	177200.
547	6.5	999999. Unknown

Variable 1049 **NUMBER OF TRAILERS** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	NUMBER OF TRAILERS
281	3.3	0. No trailer
7196	85.0	1. 1 trailer
670	7.9	2. 2 trailers
0	0.0	3. 3 trailers
317	3.7	9. Unknown

Variable 1050 **VEHICLE COMBINATION CODE** MD1: 0 Field Width: 2
MD2: None Type: Numeric

FREQ	Prcnt	VEHICLE COMBINATION CODE
317	3.7	00. Unknown
281	3.3	02. Bobtail tractor
7175	84.8	05. Tractor & semi-trailer

FREQ	Prcnt	Var 1050 VEHICLE COMBINATION CODE
21	0.2	06. Tractor & other (non-semi trailer)
668	7.9	07. Tractor & semi & full
2	0.0	08. Tractor & semi & other

Variable 1051 **TOTAL MILES FOR THE TRIP** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	TOTAL MILES FOR THE TRIP
314	3.7	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
172	2.0	9999. Unknown

Variable 1052 **LIMITED DAY RURAL** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	LIMITED DAY RURAL
5258	62.1	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
175	2.1	9999. Unknown

Variable 1053 **LIMITED NIGHT RURAL** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	LIMITED NIGHT RURAL
7791	92.0	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
54	0.6	9999. Unknown

Variable 1054 **MAJOR DAY RURAL** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	MAJOR DAY RURAL
5797	68.5	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
197	2.3	9999. Unknown

Variable 1055 **MAJOR NIGHT RURAL** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	MAJOR NIGHT RURAL
8084	95.5	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
55	0.6	9999. Unknown

Variable 1056 **OTHER DAY RURAL** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	OTHER DAY RURAL
6311	74.6	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
215	2.5	9999. Unknown

Variable 1057 **OTHER NIGHT RURAL** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	OTHER NIGHT RURAL
8242	97.4	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
42	0.5	9999. Unknown

Variable 1058 **LIMITED DAY URBAN** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	LIMITED DAY URBAN
4052	47.9	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
233	2.8	9999. Unknown

Variable 1059 **LIMITED NIGHT URBAN** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	LIMITED NIGHT URBAN
7691	90.9	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
61	0.7	9999. Unknown

Variable 1060 **MAJOR DAY URBAN** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	MAJOR DAY URBAN
4390	51.9	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
295	3.5	9999. Unknown

Variable 1061 **MAJOR NIGHT URBAN** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	MAJOR NIGHT URBAN
7902	93.4	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
71	0.8	9999. Unknown

Variable 1062 **OTHER DAY URBAN** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	OTHER DAY URBAN
3690	43.6	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
332	3.9	9999. Unknown

Variable 1063 **OTHER NIGHT URBAN** MD1: 9999 Field Width: 4
MD2: None Type: Numeric

FREQ	Prcnt	OTHER NIGHT URBAN
7890	93.2	0000. 0 miles
		- . Miles
0	0.0	9998. 9998 miles
60	0.7	9999. Unknown

Variable 1071 **DRIVER TRAINED** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	DRIVER TRAINED
2454	29.0	1. No
627	7.4	2. Yes
4374	51.7	7. Not applicable (Quarters 1 and 2)
1009	11.9	9. Unknown

Variable 1072 **SOURCE OF TRAINING** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	SOURCE OF TRAINING
424	5.0	1. Company
121	1.4	2. School
10	0.1	3. Company and school
48	0.6	4. In the military
4374	51.7	7. Not applicable (Quarters 1 and 2)
2454	29.0	8. Not applicable (no training)
1033	12.2	9. Unknown

Variable 1073 **TYPE OF TRAINING** MD1: 9 Field Width: 1
MD2: None Type: Numeric

FREQ	Prcnt	TYPE OF TRAINING
96	1.1	1. Classroom
491	5.8	2. Classroom and road
4374	51.7	7. Not applicable (Quarters 1 and 2)
2454	29.0	8. Not applicable (no training)
1049	12.4	9. Unknown

Appendix

TABLE A
SELECTION STRATA

Stratum	N	Weight
Current Registration	651	30.984
"Expired" IRP	302	22.991
"Expired" Non-IRP	102	19.988

TABLE B
NON-CONTACT ADJUSTMENT

Stratum	N	Adjustment Factor
Current Registration	651	1.196
"Expired" IRP	302	1.154
"Expired" Non-IRP	102	1.198

TABLE C
TRIP NON-RESPONSE ADJUSTMENT

Stratum	N	Adjustment Factor
Current Registration	651	1.068
"Expired" IRP	302	1.085
"Expired" Non-IRP	102	1.029

TABLE D
MTTIS WEIGHTS

Name	N	Range	
		Min.	Max.
Final Contact Weight (V14)	1,055	23.948	37.052
Trip Vehicle Weight (V114)	8,464	24.643	39.582
Annual Mileage Inflation (V116)	8,461	0.113	365.000
Final Trip Weight (V117)	8,461	4.465	14447.430