

DATA REPORT 08-016

WA-RD 708.3

2008 Economic Impact of I-5 & I-90 Highway Closures on Shipping, Freight, and Trucking Businesses

A Telephone and Web Survey

Spring 2008

Prepared for

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Submitted by

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SESRC Project Profile

Title:	2008 Economic Impact of I-5 & I-90 Highway Closures on Shipping, Freight, and Trucking Businesses
Objectives:	The purpose of the survey was to obtain information from freight dependent businesses in Washington state. The survey emphasized costs associated with two weather closures of I-5 and I-90 during December of 2007 and January 2008.
Survey Abstract:	In February and March 2008, a sample of 2758 businesses in Washington State were contacted to help state officials understand the economic impacts of the recent I-5 and I-90 closure. The mix mode survey yielded 1750 completes. Among these completes, 1513 were from the telephone and 237 were from the web.
Survey Method:	SESRC contacted 2758 respondents to conduct a 15-minute telephone interview with the business or transportation manager who was responsible for managing freight shipment decisions at the business location. The sample frame consisted of 2045 companies in trucking businesses and 713 truck licensed registrants in freight dependent sectors. Each case received an average of 9 call attempts over a 4-week period in spring 2008.
Results:	Of the 2,758 businesses released into the field, 1513 responded by telephone and 237 responded by web yielding a 69.6% response rate. The response rate was 69.6% with a sampling error of $\pm 1.9\%$ at the 95% confidence level for the total sample. The average interview length was 20.5 minutes.
Timeframe:	February 2008 to April 2008
Agency Contact:	Barbara Ivanov and George Xu Washington State Department of Transportation Freight Systems Division 310 Maple Park Avenue Olympia, WA 98504 360-705-7931 ivanovb@wsdot.wa.gov
Contract Number:	N/A
Funding Source:	WSDOT Freight Systems Division
Contract Amount:	\$65,000
Principal Investigator:	Danna Moore, Ph.D.
Study Director:	Yi-Jen Wang, M.A.
SESRC Acronym:	WAI5
SESRC Number:	SC084
Data Report Number:	08-016
OGRD Number:	10246
Deliverables:	Data Report, Graphical Summary, SPSS data set, SPSS frequency listing; an open-ended remarks Excel file, and a copy of the telephone questionnaire and web screenshots.

Project Accountability

SESRC is committed to high quality and timely delivery of project results. The following list identifies the SESRC team members responsible for particular elements of this project.

2008 Economic Impact of I-5 & I-90 Closures on Shipping, Freight, and Trucking Businesses

<i>Staff Member</i>	<i>Areas of Accountability</i>	<i>Elements of Project</i>
Danna Moore	Principle Investigator	Assurance of survey research protocol, sample design, project and instruments design, project management and coordination of survey tasks, final report for the contract
Rita Koontz	Admn. Services Manager	Administration of contract with Washington State University
Yi Jen Wang	Study Director	Project management and coordination of survey tasks, data report preparation
Marion Schultz	Data Collection Manager	Supervision of clerical workers, daily reports, assuring quality of interviews
Tony Hernandez Jessie Aguilar Ryan Paulson	Data Collection Supervisors	Supervises telephone interviewers, hiring, training, monitoring interviews
Bruce Austin	Data Analysis Manager	Web programming, data management
Leona Ding	Data Analysis Manager	CATI programming

SESRC Professional Staff

All of the work conducted at the Social & Economic Sciences Research Center is the result of a cooperative effort made by a team of dedicated research professionals. The research in this report could not have been conducted without the efforts of interviewers and part-time personnel not listed.

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Yi Jen Wang, M.A.	Study Director

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Jessie Aguilar	Research Survey Supervisor
Ryan Paulson	Research Survey Supervisor
Pat Slinkard	Survey Assistant

Data Management, Analysis, and Network Support

Nikolay Ponomarev, Ph. D.	Sr. Research Programmer/Database Architect
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I. SURVEY ADMINISTRATION AND DESIGN

Background and Objectives

In Spring of 2008 the Social and Economic Sciences Research Center (SESRC) at Washington State University administered a mixed mode survey of shipping, receiving, and trucking businesses for the Washington State Department of Transportation (WSDOT). The mixed mode survey approach involves a combination of telephone survey and Internet survey methods.

The purpose of the survey was to obtain information from companies in the trucking industry and companies designated as freight dependent sectors who also own commercial trucks with emphasis of those businesses reliant on Interstate-5 through Southwest Washington and Interstate-90 transportation which connects Eastern and Western Washington through the Cascade mountain pass. WSDOT plans to use this information to inform decisions with regard to highway transportation and alternatives associated with specific highway closure.

The project began in February 2008 and was completed on March 26th, 2008. This report describes the procedures and results of this study.

Population and Sample

The population for the survey consisted of all businesses in trucking industries registered in the State of Washington and companies in freight dependent sectors designated also as owning and operating trucks as a business activity in Washington State. The listed survey sample included a total of 2,758 businesses and was provided by WSDOT to SESRC. Among these, 2,045 were businesses in trucking industries (NAIC88) and 713 were from businesses in freight dependent sectors (NAIC 11, 23, 31, 32, 33, 42, 44, and 45) that also own commercial trucks.

The SESRC received the initial listed sample frame of 4,897 businesses on February 4th, 2008 from WSDOT. This sample frame contained random probability samples from 7 industry classifications overlaid with 7 regions of Washington. After the initial telephone pretest of 100 cases conducted on February 19th, a decision to change the sampling strategy was made due to a high number of ineligible cases from the pretest results. The new sampling strategy was to focus the population from area businesses to companies in the trucking industry and companies in freight dependent sectors who also own commercial trucks. This decision narrowed the initial sample frame down from 4,897 to 2,758 businesses.

Questionnaire Design

The SESRC worked in collaboration with Barbara Ivanov and George Xu at Washington State Department of Transportation, Freight Systems Division to develop and finalize the questionnaire used for this survey.

The goal was to design a survey that would comprise a 15 minute interview. The final script contained 216 questions, of which 92 had open-ended response components. The SESRC then programmed the script into SESRC's Computer Assisted Telephone Interviewing (CATI) system. The CATI program also facilitates the sample administration during the project calling period.

The CATI was tested by SESRC staff members and WSDOT representatives. The final survey script with revisions was completed on February 25th, 2008. A web survey option was developed and utilized to give to respondents an option as to how they preferred to complete the survey. The web option was also used to provide interviewers with a strategy to convert refusals to the phone survey. The final Internet version contained 119 screens including an introductory screen and a survey completion screen.

The web survey option was provided to all 2,758 respondents in the sample at the beginning of the study. The SESRC sent out 440 prior notification letters to businesses in trucking sectors in the initial sample via first class mail on February 20th, 2008. It asked them to complete the survey on line. The SESRC also sent out 2,318 prior letters to the businesses (NAIC 11, 23, 31, 32, 33, 42, 44, and 45) in the new sample frame on February 27th, 2008. The prior letter explained the purpose of the survey and contained the web survey link and a unique access code. A copy of both the telephone interview script and the web screenshots can be found at the end of this report.

II. SURVEY IMPLEMENTATION AND PROCEDURES

Human Subjects Review

The SESRC submitted the project design and questionnaire to the Institutional Review Board at Washington State University (WSU-IRB) for review of human subjects procedures and compliance with federal regulations. The materials were submitted on February 5th, 2008 and approved by the WSU-IRB # 10246-001 on February 6th, 2008. An IRB amendment was submitted on February 25th for the revisions of the sampling frame and the approval was received on February 27th with the reference as: WSU-IRB # 10246-002.

Pretest

A pretest interview with 100 respondents from the first sample frame was conducted on February 19th, 2008. Due to an unusually high number of ineligible cases, one question was added asking if the business was impacted by the I-5 or I-90 closures this winter and clarifications in the wording of several questions were made as slight modifications in the CATI and web questionnaires. A second pretest was conducted on February 21st, 2008 targeting the businesses in trucking sectors most likely impacted by the I-5 and I-90 closures. At the conclusion of both pretests debriefings were held with interviewers and monitors to summarize the issues that occurred during the pretests. WSDOT representatives were made aware of the outcomes and given the opportunity to provide feedback. The pretest result proved that targeting the businesses in trucking sectors rendered a much better level of cooperation and yielded respondents knowledgeable of closure impacts and costs. Only the data from the 2nd pretest were included in the final dataset.

Interviewer Training

The project training for full study interviewers was held on February 26th, 2008. All interviewers received 8 hours of basic interviewing training and then 1 to 2 hours additional project specific training as practice. The information specific to this project was introduced to the team of 26 experienced interviewers during the project training. The training included background information and the purpose of the study, definitions, and a review of the questions and content of the survey. In addition, interviewers practiced a minimum of one hour on the CATI questionnaire before calling on the actual survey. The SESRC Study Director attended and lead this specific project training and fielded questions and addressed concerns about study related issues that arose during the training. At all times during the course of training and project calling, at least one supervisor was present and available to provide quality control and to respond to interviewers' needs and questions.

Telephone Interviews

The full study calling began on February 26th, 2008 and was completed on March 26th, 2008. Interviewers asked to speak with the person in the company who would know the most about the impact and costs of the I-5 and I-90 closures for their trucking and business. All cases received an average of 9 call attempts over the 4-week period in spring 2008. These call attempts alternated days of the week and time of the day. If an interviewer called at an inconvenient time for the respondent, the interviewer attempted to schedule a specific time to re-contact the business for an interview. The average interview length for the survey was 20.5 minutes. The

shortest interview was 6 minutes and the longest 50 minutes. By the end of the calling period interviewers had completed or partial completed interviews with 1513 respondents.

Interviewer Monitoring

To maintain data quality and continuity in the telephone data collection process, interviewer performance was regularly monitored and measured. SESRC's current standard is to monitor all interviewers at least once a week during a day or night shift. One of the main purposes of monitoring is to minimize interviewer effects. Interviewers are scored on specific factors that measure proper interviewing techniques. The two principles that guide the training and scoring of interviews are: (1) respondents should receive information that is delivered by the interviewer in an unbiased manner; and (2) every respondent should receive the same stimulus from each interviewer. These principles translate into five basic interviewing rules that are used as factors by the monitor for scoring an interview:

Rule 1: The reading of each question is exactly as it is written and in the order in which it appears in the questionnaire.

Rule 2: A slow reading pace.

Rule 3: Standard neutral feedback phrases such as "Thank you. That's important information" or "I see" are given as acceptable responses.

Rule 4: Standard neutral cues or probes such as "Could you tell me more about that" or "Which would be closer to the way you feel?" are given to the respondent to help him/her give more complete answers to questions.

Rule 5: Accurate recording of all responses.

Data Collection

The SESRC employed a dialing protocol that provides a maximum of 10 attempts for every telephone number in the sample. If the initial attempt results in a no answer, this was noted in the CATI call-record for that case, and the case was scheduled for a call on the next morning of interviews. If the second attempt was unsuccessful, then the case was scheduled for a morning call two days later. If after three attempts, no one has been reached, an afternoon attempt was scheduled. If that was also unsuccessful, then an evening attempt is scheduled. A similar dialing protocol was used when appointments were made by interviewers to speak with specific respondents and the respondent was unavailable when the call was made. The SESRC regularly monitored records of the disposition of all sample cases in the survey.

Web Survey Instrument

The online survey instrument and the resulting hosted web site was designed using Macromedia Dreamweaver MX software. The pages were coded using a combination of standard HTML 4.01, JavaScript for client-side controls and ASP.Net (Active Server Pages) technology for server side controls. The instrument was deployed to SESRC's web server and connected to an SQL Server database.

The layout of each screen was designed using TDM¹ (Tailored Design Method) protocols for maximizing respondent comprehension and ease of navigation with online forms. All screens were constructed with HTML tables using proportional widths in order to maintain the visual aspect of the screen regardless of individual user window sizes. In addition, font size and style were automatically adjusted using CSS (Cascading Style Sheets) to accommodate differing user screen resolutions.

Programming began on the survey site on February 8th, 2008 with a first draft available for testing on February 11th, 2008. Testing of the site with some changes and adjustments were made with a final version achieved on February 14th, 2008. The first respondents to access the site began completing surveys on February 19, 2008 and data was continually collected until March 26th, 2008. A total of 237 respondents from full study sample completed or partially completed the survey during this survey period.

Data Management

All telephone interviews were conducted from the Public Opinion Laboratory (POL) of SESRC using a Computer-Assisted Telephone Interviewing (CATI) system from the Voxco Co. The CATI system displays survey questions on a computer monitor from which the interviewer can read the question to the respondent and then enter the response directly into the CATI database for storage on the server computer.

Two separate data validation steps were conducted for the telephone survey. The first data validation step occurred via the computer software used for conducting telephone interviews. Data validation during the interview was handled by the computer assisted telephone interview system (CATI). The system prompted interviewers for a valid response to every question in the survey. For numeric questions, legitimate ranges of responses were entered into the computer so that the computer could detect out-of-range values. When these were detected during the

¹ Dillman, D.A. (2007). *Mail and Internet Surveys: The Tailored Design Method 2007 Update with New Internet, Visual, and Mixed-Mode Guide*, New Jersey, Wiley.

interview, the computer warned the interviewer that the entered value were out of range and prompted the interviewer for a legitimate response.

The second validation step took place at the data management step. Data validation at the data management step consisted primarily of accounting for all cases in the survey, and ensuring that a data record existed for every completed interview in the sample. Data records were passed through a statistical (SPSS) program to ensure that all data fields were readable, and that all fields were read in the format specified for that variable. A separate data-cleaning step was also undertaken for the open-ended verbatim responses. These responses were reviewed and spell-checked for readability. Data files were collected at the conclusion of the survey and archived to a CD and also saved in the project server for permanent storage at SESRC.

The telephone interview data and data from the web completes have two different databases. Intermediate datasets for the web survey were made available to the research team via SESRC's project management website. The site is accessible to Internet Explorer or Mozilla Firefox browsers and a double set of access codes and passwords are needed to gain access to the site. It allows the project team members to view a real-time report of completed surveys and partially completed surveys by date. Intermediate datasets could be downloaded from the site at any time.

III. CASE DISPOSITION AND RESPONSE RATES

Two kinds of response rates for the fielded sample were calculated from the number of completed interviews obtained and are presented in Table 1. The **completion rate** is the ratio of the number of completed and partially completed interviews to the number of completed, partially completed and refusal cases. The formula for calculating the cooperation rate is:

$$\frac{(CM+PC)}{[(CM+PC) +RF]}$$

where CM = number of completed interviews
PC = number of partially completed interviews
RF = number of refusals

The completion rate is 95.7 percent (1750/1818) for the overall fielded sample.

The **response rate** is the ratio of the number of completed and partially completed interviews, to the number of completed, partially completed, eligible non-interviews and unknown eligibility non-interviews. The formula for calculating the response rate is:

$$\frac{(CM+PC)}{[(CM+PC) +RF+ EN+ UE]}$$

where CM = number of completed interviews
PC = number of partially completed interviews
RF = number of refusals
EN = number of eligible, non-interview
UE = number of unknown eligible, non-interview

For the total fielded sample, the response rate was 69.6 percent (1750/2514).

Please note that the number of the completed cases included in the final dataset is different from the sample disposition table. Some respondents accessed the web survey but didn't provide any data, or they refused in the telephone survey but then accessed the web survey, or they partially completed the phone survey and then accessed the web survey without completing it, or they completed the phone survey first then completed the web survey again. After the data cleaning process, only the cases with valid data were remained in the final dataset.

Table 1. Total Sample Disposition

Category	Total
Eligible, Interviewed	
Completed AND Impacted by I-5 and I-90 closures	272
Partially Completed AND Impacted by closures	18
Web Completes	237
Completed but NOT Impacted by the I-5 or I-90 closures ²	999
Duplicate (multiple site cases) ³	224
subtotal	1750
Eligible, Non-Interview, Business reached	
Refusal and break off (includes companies with policy not do surveys)	68
Contacted, but status unresolved (CB, GB, HB, WB)	195
Respondent Never Available	8
Physically or mentally unable /incompetent	0
Language	11
subtotal	282
Unknown eligibility, Non-interview, Business not reached	
Always busy	4
No answer	57
Telephone answering machine	279
Left answering message	10
Missing phone number	0
Wrong number	66
Electronic devices	32
Call cannot be completed as dialed	32
Blocked call	2
subtotal	482
Known Ineligible, Business reached	
Disconnected	95
Out of business	17
Other cases	1
Ineligibles (Q1=No) ⁴	131
subtotal	244
Total Sample Received	2758
Rate Calculations	
Completion Rate <i>(Completes + Partial Completes)/(Completes + Partial Completes+ Refusals)</i>	96.3%
Response Rate <i>(Completes + Partial Completes)/Completes + Partial Completes + Known Eligible + Unknown Eligible)</i>	69.6%

Comment [kent1]: I changed the descriptions of your categories in the Eligible, Interviewed section.

² Indicated business was eligible but was not impacted by I-90 or I-5 closures

³ Multiple site businesses answered by HQ person. Weighted by respondent in data provided.

⁴ Business indicated it was not freight dependent even though initially identified by WSDOT as freight dependent business.

Sampling Error

Sampling error is a measure of the degree to which a randomly selected sample of respondents represents the population from which it is drawn. Sampling error also is the basis upon which tests of statistical significance are calculated. One formula for calculating the sample error for a proportion at the 95% confidence level is presented below, and this can be used to calculate the sample error for survey results in this report.

$$SE = 2 \sqrt{\frac{pq}{(n-1)} \left(\frac{N-n}{N} \right)}$$

Where: SE= sampling error

p = proportion of "yes" responses for a specific question

q = proportion of "no" responses for a specific question

n = sample size = number of completed interviews for a specific questions

N = population size for the survey

For this survey, completed interviews were obtained from 1750 of 2045 estimated businesses in trucking industry plus 2690⁵ other freight sectors truck owners, yielding a margin of error of about ± 1.9% at the 95 percent confidence level.

⁵ Source: sample was provided by Washington State Transportation Freight Systems Division. For Washington State the population is 2045. The total number of the freight sectors truck owners (excluding truck owners in trucking industry) registered in Washington State is 2690.

IV. DESCRIPTION OF THE DATA

Numeric Data File

The numeric data is saved in an SPSS system file named WAI5 Final dataset.sav with labels and value labels. A frequency listing word file and a file of cross-tabulated tables are included. The listings were generated using the SPSS program.

Table 2. File names and Descriptions

File	DESCRIPTION
WAI5 Final Dataset.sav	SPSS file
WAI5 Open Ends Web and Phone.xls	Open-ended comments
WAI5 Data Report.doc	Data report document
WAI5 Web Survey Screenshot.doc	Survey screenshot documents
WAI5 Frequency Listing.doc	Frequency listing
WAI5 Graphical Summary.doc	Summary report with graphs documents

Missing values through out the data are indicated by '-1' (Don't know), '-2' (Refused), and '.' (system missing, indicating automatic branching over a question according to a previous skip instruction).

Open-Ended Comments

The remarks data, named WAI5 Open Ended Comments.xls, corresponding to the open-ended questions in this survey are sorted by question number and then by identification number. The WSU identification number is the first number, followed by survey mode and the question number, and then by the open-ended remarks. An example is shown below:

<i>Table 3. Generic Example of the Remarks Data</i>			
99999	Phone	Question #	This is an example of the open-ended remark text format that is in the remarks data file

PLEASE NOTE: Only the open-ended comments from the phone completes have been minimally edited. The files were run through a spell check, and any obvious references to individuals were deleted. The open-ended comments from the web completes have been reviewed but have not been edited. The files were not run through a spell check. The goal was to deliver verbatim on the web survey without any identifying information. However, the data would remain strictly confidential. The open ended comment data should be treated as confidential information and printed for release only after careful review and necessary editing.

V. SURVEY RESULTS

WAI5 Final Frequency Listing

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Sample Statistics

RESULT Survey Result Code

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	CM Completed Interview	268	17.7	17.7	17.7
	I1 No Impact	1055	69.5	69.5	87.2
	PC Partially completed phone interview	11	.7	.7	87.9
	WC Web Complete	184	12.1	12.1	100.0
	Total	1518	100.0	100.0	

Mode Survey Mode

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Phone	1283	84.5	84.5	84.5
	2 Web	235	15.5	15.5	100.0
	Total	1518	100.0	100.0	

**** All Cases: Impact and No Impact ****

EstimatedSales Estimated Sales -- SAMPLE

N	Valid	1518
	Missing	0
Mean		6384711.37
Median		2194120.00
Std. Deviation		17732933.237
Minimum		0
Maximum		259711139

NAICS First 2 digits of NAICS Code – SAMPLE
**** Population ****

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	11	29	1.0	1.0	1.0
	23	118	4.1	4.1	5.1
	31	42	1.5	1.5	6.6
	32	56	2.0	2.0	8.6
	33	41	1.4	1.4	10.0
	42	252	8.8	8.8	18.8
	44	255	8.9	8.9	27.7
	45	20	.7	.7	28.4
	48	2045	71.6	71.6	100.0
	Total	2858	100.0	100.0	

NAICS First 2 digits of NAICS Code -- SAMPLE
**** Fully Completed IMPACT Cases ****

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	11	4	.9	.9	.9
	23	3	.6	.6	1.5
	31	14	3.0	3.0	4.5
	32	8	1.7	1.7	6.3
	33	7	1.5	1.5	7.8
	42	46	9.9	9.9	17.7
	44	18	3.9	3.9	21.6
	45	4	.9	.9	22.5
	48	359	77.5	77.5	100.0
	Total	463	100.0	100.0	

emp_count Categorical Employee Count)
**** Population ****

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than 10	1606	56.2	56.2	56.2
	2 10 - 19	429	15.0	15.0	71.2
	3 20 - 29	220	7.7	7.7	78.9
	4 30 - 39	148	5.2	5.2	84.1
	5 40 - 49	81	2.8	2.8	86.9
	6 50 and Over	374	13.1	13.1	100.0
	Total	2858	100.0	100.0	

emp_count Categorical Employee Count)
**** Fully Completed IMPACT Cases ****

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than 10	201	43.4	43.4	43.4
	2 10 - 19	79	17.1	17.1	60.5
	3 20 - 29	71	15.3	15.3	75.8
	4 30 - 39	33	7.1	7.1	82.9
	5 40 - 49	15	3.2	3.2	86.2
	6 50 and Over	64	13.8	13.8	100.0
	Total	463	100.0	100.0	

sales Categorical Sales Estimate
**** Population ****

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than 1400000	1063	37.2	37.2	37.2
	2 1400000 to < 2800000	599	21.0	21.0	58.2
	3 2800000 to < 6600000	590	20.6	20.7	78.8
	4 6600000 to < 50000000	545	19.1	19.1	97.9
	5 50000000 and Over	60	2.1	2.1	100.0
	Total	2857	100.0	100.0	
Missing	System	1	.0		
Total		2858	100.0		

sales Categorical Sales Estimate
**** Fully Completed IMPACT Cases ****

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than 1400000	115	24.8	24.8	24.8
	2 1400000 to < 2800000	117	25.3	25.3	50.1
	3 2800000 to < 6600000	119	25.7	25.7	75.8
	4 6600000 to < 50000000	100	21.6	21.6	97.4
	5 50000000 and Over	12	2.6	2.6	100.0
	Total	463	100.0	100.0	

WTP_Region WTP Region -- SAMPLE
**** Fully Completed IMPACT Cases ****

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Central Puget Sound	261	56.4	56.4	56.4
	Coastal Counties	18	3.9	3.9	60.3
	Columbia Basin & North Centr	19	4.1	4.1	64.4
	Columbia Basin & North Centra	30	6.5	6.5	70.8
	Northwest Region	15	3.2	3.2	74.1
	Southeast WA	26	5.6	5.6	79.7
	Spokane	30	6.5	6.5	86.2
	Unknown/multiple	6	1.3	1.3	87.5
	Vancouver /Southwest WA Metr	13	2.8	2.8	90.3
	Vancouver /Southwest WA Metro	45	9.7	9.7	100.0
	Total	463	100.0	100.0	

NAICS First 2 digits of NAICS Code -- SAMPLE * emp_count Categorical Employee Count) Crosstabulation

**** All Cases: Impact and No Impact ****

Count

		emp_count Categorical Employee Count)						Total
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49	6 50 and Over	
NAICS	11	1	0	0	2	0	4	7
First 2	23	0	7	5	5	3	8	28
digits of	31	5	3	5	1	3	5	22
NAICS	32	10	4	3	1	2	11	31
Code --	33	9	5	3	1	1	12	31
SAMPLE	42	67	38	18	7	4	20	154
	44	21	21	11	6	6	68	133
	45	4	7	1	1	1	0	14
	48	734	163	84	47	21	49	1098
Total		851	248	130	71	41	177	1518

NAICS First 2 digits of NAICS Code -- SAMPLE * emp_count Categorical Employee Count) Crosstabulation

**** Fully Completed IMPACT Cases ****

Count

		emp_count Categorical Employee Count)						Total
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49	6 50 and Over	
NAICS	11	1	0	0	1	0	2	4
First 2	23	0	0	0	3	0	0	3
digits of	31	3	2	2	1	1	5	14
NAICS	32	2	0	2	0	1	3	8
Code --	33	2	0	0	1	1	3	7
SAMPLE	42	13	7	13	3	1	9	46
	44	3	1	4	0	0	10	18
	45	3	0	1	0	0	0	4
	48	174	69	49	24	11	32	359
Total		201	79	71	33	15	64	463

NAICS First 2 digits of NAICS Code -- SAMPLE * sales Categorical Sales Estimate Crosstabulation

**** All Cases: Impact and No Impact ****

Count

		sales Categorical Sales Estimate					Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	5 50000000 and Over	
NAICS	11	2	1	2	2	0	7
First 2	23	2	2	12	11	1	28
digits of							
NAICS	31	5	3	3	9	2	22
Code --	32	10	3	5	10	3	31
SAMPLE	33	8	6	7	9	1	31
	42	6	37	40	60	11	154
	44	18	19	18	78	0	133
	45	4	6	3	1	0	14
	48	507	255	222	105	9	1098
Total		562	332	312	285	27	1518

NAICS First 2 digits of NAICS Code -- SAMPLE * sales Categorical Sales Estimate Crosstabulation

**** Fully Completed IMPACT Cases ****

Count

		sales Categorical Sales Estimate					Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	5 50000000 and Over	
NAICS	11	1	1	2	0	0	4
First 2	23	0	0	3	0	0	3
digits of							
NAICS	31	3	2	2	5	2	14
Code --	32	1	1	2	3	1	8
SAMPLE	33	1	1	2	3	0	7
	42	1	7	10	25	3	46
	44	3	1	3	11	0	18
	45	2	1	0	1	0	4
	48	103	103	95	52	6	359
Total		115	117	119	100	12	463

Introductory Survey Questions

Q01 This business has been identified by Washington State Department of Transportation as a freight dependent business. Is this information correct?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	1115	73.5	93.0	93.0
	2 No	84	5.5	7.0	100.0
	Total	1199	79.0	100.0	
Missing	-1 Don't know	31	2.0		
	System	288	19.0		
	Total	319	21.0		
Total		1518	100.0		

Q01A Was your business impacted by the I-5 or I-90 closures this winter?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	278	18.3	30.6	30.6
	2 No	630	41.5	69.4	100.0
	Total	908	59.8	100.0	
Missing	System	610	40.2		
Total		1518	100.0		

Q02 Which ONE activity best describes this business in terms of freight?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Shipper	56	3.7	10.9	10.9
	2 Receiver	32	2.1	6.2	17.1
	3 Freight carrier	333	21.9	64.8	81.9
	4 Business does more than one of these activities	93	6.1	18.1	100.0
	Total	514	33.9	100.0	
Missing	-1 Don't know	6	.4		
	System	998	65.7		
	Total	1004	66.1		
Total		1518	100.0		

Statistics

Q04 On average, how many shipments by truck are made per week <FQ041> your facility?

N	Valid	474
	Missing	1044
Mean		243.3354
Median		30.0000
Std. Deviation		801.30856
Minimum		.00
Maximum		9500.00

Q05 Do you routinely ship or receive any perishable products?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	149	9.8	29.6	29.6
	2 No	354	23.3	70.4	100.0
	Total	503	33.1	100.0	
Missing	-1 Don't know	7	.5		
	System	1008	66.4		
	Total	1015	66.9		
Total		1518	100.0		

Q06 Were your trucks (and/or shipments) scheduled to transit or use I-5 only, I-90 only, or both I-5 and I-90?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 I-5 only	112	7.4	23.0	23.0
	2 I-90 only	95	6.3	19.5	42.4
	3 Both	281	18.5	57.6	100.0
	Total	488	32.1	100.0	
Missing	-1 Don't know	13	.9		
	System	1017	67.0		
	Total	1030	67.9		
Total		1518	100.0		

I-5 Closure

Q07 How would you describe the level of NEGATIVE economic impact to your business from the I-5 closure near Centralia in December 2007?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 NO NEGATIVE ECONOMIC IMPACT	30	2.0	7.6	7.6
	2 MINOR NEGATIVE IMPACT	110	7.2	27.8	35.4
	3 MODERATE NEGATIVE IMPACT	158	10.4	39.9	75.3
	4 OR SEVERE NEGATIVE IMPACT	98	6.5	24.7	100.0
	Total	396	26.1	100.0	
Missing	-1 Don't know	8	.5		
	System	1114	73.4		
	Total	1122	73.9		
Total	1518	100.0			

Q08A Response to the I-5 closure: Cancel truck shipments

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	114	7.5	28.4	28.4
	2 No	287	18.9	71.6	100.0
	Total	401	26.4	100.0	
Missing	-1 Don't know	1	.1		
	System	1116	73.5		
	Total	1117	73.6		
Total	1518	100.0			

Q08B Response to the I-5 closure: Postpone truck shipments

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	203	13.4	50.8	50.8
	2 No	197	13.0	49.3	100.0
	Total	400	26.4	100.0	
Missing	-1 Don't know	2	.1		
	System	1116	73.5		
	Total	1118	73.6		
Total	1518	100.0			

Q08C Response to the I-5 closure: Reroute truck shipments

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	256	16.9	64.2	64.2
	2 No	143	9.4	35.8	100.0
	Total	399	26.3	100.0	
Missing	-1 Don't know	3	.2		
	System	1116	73.5		
	Total	1119	73.7		
Total		1518	100.0		

Q08D Response to the I-5 closure: Other response (please specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	33	2.2	8.3	8.3
	2 No	367	24.2	91.8	100.0
	Total	400	26.4	100.0	
Missing	-1 Don't know	2	.1		
	System	1116	73.5		
	Total	1118	73.6		
Total		1518	100.0		

Statistics

Q09 How many truck shipments for your business were impacted by I-5 closure?

N	Valid	374
	Missing	1144
Mean		104.51
Median		10.00
Std. Deviation		629.266
Minimum		0
Maximum		10000

Q10A Detour used for I-5 closure: I-84 to Highway 97 to I-901

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	133	8.8	54.5	54.5
	2 No	111	7.3	45.5	100.0
	Total	244	16.1	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	8	.5		
	System	1265	83.3		
	Total	1274	83.9		

Total	1518	100.0		
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Q10B Detour used for I-5 closure: I-84 to I-82 to I-902

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	96	6.3	39.2	39.2
	2 No	149	9.8	60.8	100.0
	Total	245	16.1	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	7	.5		
	System	1265	83.3		
	Total	1273	83.9		
Total		1518	100.0		

Q10C Detour used for I-5 closure: Highway 12 to highway 7

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	72	4.7	29.4	29.4
	2 No	173	11.4	70.6	100.0
	Total	245	16.1	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	7	.5		
	System	1265	83.3		
	Total	1273	83.9		
Total		1518	100.0		

Q10D Detour used for I-5 closure: Other detour (PLEASE SPECIFY)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	50	3.3	20.5	20.5
	2 No	194	12.8	79.5	100.0
	Total	244	16.1	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	8	.5		
	System	1265	83.3		
	Total	1274	83.9		
Total		1518	100.0		

Statistics

Q11A During the I-5 closure, how many of your trucks or shipments used this (I-84 to hwy 97 to I-90) detour?

N	Valid	111
	Missing	1407
Mean		28.4865
Median		6.0000
Std. Deviation		81.95086
Minimum		.00
Maximum		800.00

Statistics

Q11B By about how many hours (on average) did your shipment transit times increase for each truck when you used this (I-84 to hwy 97 to I-90) detour?

N	Valid	115
	Missing	1403
Mean		12.6261
Median		6.0000
Std. Deviation		37.80379
Minimum		.00
Maximum		400.00

Statistics

Q11C What was the total additional direct cost for all trucks or shipments using this (I-84 to hwy 97 to I-90) detour?

N	Valid	76
	Missing	1442
Mean		13517.6118
Median		2500.0000
Std. Deviation		57390.62432
Minimum		.00
Maximum		500000.00

Statistics

Q12A During the I-5 closure, how many of your trucks or shipments used this (I-84 to I-82 to I-90) detour?

N	Valid	79
	Missing	1439
Mean		22.3291
Median		6.0000
Std. Deviation		51.41877
Minimum		.00
Maximum		300.00

Statistics

Q12B By about how many hours (on average) did your shipment transit times increase for each truck when you used this (I-84 to I-82 to I-90) detour?

N	Valid	86
	Missing	1432
Mean		7.9651
Median		6.0000
Std. Deviation		7.51539
Minimum		.00
Maximum		48.00

Statistics

Q12C What was the total additional direct cost for all trucks or shipments using this (I-84 to I-82 to I-90) detour?

N	Valid	52
	Missing	1466
Mean		5907.2312
Median		1900.0000
Std. Deviation		9318.7277
		2
Minimum		.00
Maximum		40000.00

Statistics

Q13A During I-5 closure, how many of your trucks or shipments used this (hwy 12 to hwy 7) detour?

N	Valid	62
	Missing	1456
Mean		13.8710
Median		4.5000
Std. Deviation		25.31732
Minimum		.00
Maximum		150.00

Statistics

Q13B By about how many hours (on average) did your shipment transit times increase for each truck when you used this (hwy 12 to hwy 7) detour?

N	Valid	61
	Missing	1457
Mean		5.6393
Median		4.0000
Std. Deviation		5.97852
Minimum		.00
Maximum		40.00

Statistics

Q13C What was the total additional direct cost for all trucks or shipments using this (hwy 12 to hwy 7) detour?

N	Valid	42
	Missing	1476
Mean		3295.6814
Median		1280.0000
Std. Deviation		6194.8685
Minimum		1
Maximum		.00
		30000.00

Statistics

Q14A During I-5 closure, how many of your trucks or shipments used this other detour?

N	Valid	44
	Missing	1474
Mean		14.9773
Median		3.0000
Std. Deviation		23.92380
Minimum		.00
Maximum		100.00

Statistics

Q14B By about how many hours (on average) did your shipment transit times increase for each truck when you used this other detour?

N	Valid	41
	Missing	1477
Mean		6.2683
Median		4.0000
Std. Deviation		8.15483
Minimum		.00
Maximum		48.00

Statistics

Q14C What was the additional direct cost for all trucks or shipments using this other detour?

N	Valid	38
	Missing	1480
Mean		4926.0000
Median		800.0000
Std. Deviation		9831.1364
		2

Minimum	.00
Maximum	51000.00

Q15A Reason detour(s) chosen during the I-5 closure: AVAILABLE OPEN HIGHWAY ROUTES WERE USED

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	155	10.2	64.3	64.3
	2 No	86	5.7	35.7	100.0
	Total	241	15.9	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	4	.3		
	System	1272	83.8		
	Total	1277	84.1		
Total		1518	100.0		

Q15B Reason detour(s) chosen during the I-5 closure: ROUTE WITH LESS SEVERE WEATHER WERE USED

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	56	3.7	23.2	23.2
	2 No	185	12.2	76.8	100.0
	Total	241	15.9	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	4	.3		
	System	1272	83.8		
	Total	1277	84.1		
Total		1518	100.0		

Q15C Reason detour(s) chosen during the I-5 closure: NEAREST ALTERNATIVE OPEN ROUTE WERE USED

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	164	10.8	68.0	68.0
	2 No	77	5.1	32.0	100.0
	Total	241	15.9	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	4	.3		
	System	1272	83.8		
	Total	1277	84.1		
Total		1518	100.0		

Q15D Reason detour(s) chosen during the I-5 closure: SAFEST ROUTE

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	97	6.4	40.2	40.2
	2 No	144	9.5	59.8	100.0
	Total	241	15.9	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	4	.3		
	System	1272	83.8		
	Total	1277	84.1		
Total		1518	100.0		

Q15E Reason detour(s) chosen during the I-5 closure: SOME OTHER REASON (PLEASE SPECIFY)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	49	3.2	20.4	20.4
	2 No	191	12.6	79.6	100.0
	Total	240	15.8	100.0	
Missing	-2 Refused	2	.1		
	-1 Don't know	4	.3		
	System	1272	83.8		
	Total	1278	84.2		
Total		1518	100.0		

Q16A Information about alternative routes obtained at: HIGHWAY POSTED RADIO CHANNEL

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	27	1.8	11.1	11.1
	2 No	216	14.2	88.9	100.0
	Total	243	16.0	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1272	83.8		
	Total	1275	84.0		
Total		1518	100.0		

Q16B Information about alternative routes obtained at: COMPANY DISPATCH OR CONTACT

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	103	6.8	42.2	42.2
	2 No	141	9.3	57.8	100.0
	Total	244	16.1	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	1	.1		
	System	1272	83.8		
	Total	1274	83.9		
Total		1518	100.0		

Q16C Information about alternative routes obtained at: TRUCK WEIGH STATION

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	10	.7	4.1	4.1
	2 No	232	15.3	95.9	100.0
	Total	242	15.9	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	3	.2		
	System	1272	83.8		
	Total	1276	84.1		
Total		1518	100.0		

Q16D Information about alternative routes obtained at: WSDOT WEBSITE

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	157	10.3	64.3	64.3
	2 No	87	5.7	35.7	100.0
	Total	244	16.1	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	1	.1		
	System	1272	83.8		
	Total	1274	83.9		
Total		1518	100.0		

Q16E Information about alternative routes obtained at: WSDOT FREIGHT EMAIL LISTSERVE

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	18	1.2	7.5	7.5
	2 No	222	14.6	92.5	100.0
	Total	240	15.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	5	.3		
	System	1272	83.8		
	Total	1278	84.2		
Total		1518	100.0		

Q16F Information about alternative routes obtained at: MEDIA, INCLUDING TV OR RADIO OR PRINT

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	100	6.6	41.2	41.2
	2 No	143	9.4	58.8	100.0
	Total	243	16.0	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1272	83.8		
	Total	1275	84.0		
Total		1518	100.0		

Q16G Information about alternative routes obtained at: STATE PATROL

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	41	2.7	16.9	16.9
	2 No	202	13.3	83.1	100.0
	Total	243	16.0	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1272	83.8		
	Total	1275	84.0		
Total		1518	100.0		

Q16H Information about alternative routes obtained at: SOME OTHER WAY (PLEASE SPECIFY)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	69	4.5	28.4	28.4
	2 No	174	11.5	71.6	100.0
	Total	243	16.0	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1272	83.8		
Total		1275	84.0		
Total		1518	100.0		

Statistics

Q17 What were your company's total ADDITIONAL costs incurred because of the I-5 closure?

N	Valid	238
	Missing	1280
Mean		15312.94
Median		1900.00
Std. Deviation		72652.782
Minimum		0
Maximum		1000000

Q17C Q17 Web Don't Know

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	69	4.5	41.8	41.8
	2 Not Checked	96	6.3	58.2	100.0
	Total	165	10.9	100.0	
Missing	System	1353	89.1		
Total		1518	100.0		

Q17A If Q17 Don't know then: Estimate: less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$10,000	81	5.3	65.3	65.3
	2 More than \$10,000	27	1.8	21.8	87.1
	3 Right around \$10,000	16	1.1	12.9	100.0
	Total	124	8.2	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	6	.4		
	System	1387	91.4		
	Total	1394	91.8		
Total	1518	100.0			

Q18A If Q17 Don't know then: Range estimate: <\$2,000 - \$10,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$2,000	26	1.7	33.8	33.8
	2 OVER \$2,000 UP TO \$4,000	26	1.7	33.8	67.5
	3 OVER \$4,000 UP TO \$6,000	9	.6	11.7	79.2
	4 OVER \$6,000 UP TO \$8,000	6	.4	7.8	87.0
	5 OR OVER \$8,000 UP TO \$10,000	8	.5	10.4	97.4
	6 Over \$10,000	2	.1	2.6	100.0
	Total	77	5.1	100.0	
Missing	-1 Don't know	7	.5		
	System	1434	94.5		
	Total	1441	94.9		
Total	1518	100.0			

Q19 If Q17 Don't know then: Estimate: less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$100,000	23	1.5	79.3	79.3
	2 More than \$100,000	3	.2	10.3	89.7
	3 Right around \$100,000	3	.2	10.3	100.0
	Total	29	1.9	100.0	
Missing	System	1489	98.1		
Total		1518	100.0		

Q19A If Q17 Don't know then: Range estimate: <\$20,000 - \$100,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$20,000	5	.3	26.3	26.3
	2 OVER \$20,000 UP TO \$40,000	3	.2	15.8	42.1
	3 OVER \$40,000 UP TO \$60,000	4	.3	21.1	63.2
	4 OVER \$60,000 UP TO \$80,000	6	.4	31.6	94.7
	5 OR OVER \$80,000 UP TO \$100,000	1	.1	5.3	100.0
	Total	19	1.3	100.0	
Missing	-1 Don't know	4	.3		
	System	1495	98.5		
	Total	1499	98.7		
Total		1518	100.0		

Q20 If Q17 Don't know then: Estimate: less than \$1,000,000, more than \$1,000,000, or right around 1,000,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$1,000,000	3	.2	100.0	100.0
Missing	System	1515	99.8		
Total		1518	100.0		

Q20A If Q17 Don't know then: Range estimate: <\$200,000 - \$1,000,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$200,000	2	.1	66.7	66.7
	2 OVER \$200,000 UP TO \$400,000	1	.1	33.3	100.0
	Total	3	.2	100.0	
Missing	System	1515	99.8		
Total		1518	100.0		

Q20B If Q17 Don't know then: Range estimate: <\$1,200,000 - \$2,000,000

		Frequency	Percent
Missing	System	1518	100.0

Statistics

Q21A I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses

N	Valid	223
	Missing	1295
Mean		3173.7920
Median		400.0000
Std. Deviation		8283.5182
Minimum		.00
Maximum		76000.00

Statistics

Q21B I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses

N	Valid	211
	Missing	1307
Mean		25.8684
Median		15.0000
Std. Deviation		30.65671
Minimum		.00
Maximum		100.00

Statistics

Q21C I-5 Closure Amount spent for: Additional fuel costs

N	Valid	226
	Missing	1292
Mean		2625.4936
Median		600.0000
Std. Deviation		5627.4667
Minimum		.00
Maximum		60000.00

Statistics

Q21D I-5 Closure Percentage of additional costs for: Additional fuel costs

N	Valid	207
	Missing	1311
Mean		28.2773
Median		20.0000
Std. Deviation		30.91959
Minimum		.00
Maximum		100.00

Statistics

Q21E I-5 Closure Amount spent for: Acquiring additional equipment

N	Valid	226
	Missing	1292
Mean		206.1991
Median		.0000
Std. Deviation		1164.5712
		9
Minimum		.00
Maximum		10000.00

Statistics

Q21F I-5 Closure Percentage of additional costs for: Acquiring additional equipment

N	Valid	211
	Missing	1307
Mean		1.1991
Median		.0000
Std. Deviation		7.56233
Minimum		.00
Maximum		75.00

Statistics

Q21G I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services

N	Valid	220
	Missing	1298
Mean		1762.9773
Median		.0000
Std. Deviation		15224.045
		73
Minimum		.00
Maximum		215000.00

Statistics

Q21H I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services

N	Valid	203
	Missing	1315
Mean		5.3054
Median		.0000
Std. Deviation		17.46242
Minimum		.00
Maximum		100.00

Statistics

Q21I I-5 Closure Amount spent for: Additional inventory and/or storage costs

N	Valid	238
	Missing	1280
Mean		796.3445
Median		.0000
Std. Deviation		9735.9598
		6
Minimum		.00
Maximum		150000.00

Statistics

Q21J I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs

N	Valid	222
	Missing	1296
Mean		2.9977
Median		.0000
Std. Deviation		13.54334
Minimum		.00
Maximum		100.00

Statistics

Q21K I-5 Closure Amount spent for: Damages including perishables or other goods

N	Valid	240
	Missing	1278
Mean		544.9167
Median		.0000
Std. Deviation		4716.8389
		7
Minimum		.00
Maximum		50000.00

Statistics

Q21L I-5 Closure Percentage of additional costs for: Damages including perishables or other goods

N	Valid	222
	Missing	1296
Mean		.5631
Median		.0000
Std. Deviation		4.55565
Minimum		.00
Maximum		50.00

Statistics

Q21M I-5 Closure Amount spent for: Any other reasons or items of losses

N	Valid	240
	Missing	1278
Mean		2181.7758
Median		.0000
Std. Deviation		14462.935
		34
Minimum		.00
Maximum		200000.00

Statistics

Q21N I-5 Closure Percentage of additional costs for: Any other reasons or items of losses

N	Valid	220
	Missing	1298
Mean		6.4516
Median		.0000
Std. Deviation		17.14168
Minimum		.00
Maximum		100.00

Statistics

Q22 After I-5 reopened, did your company's transportation-related costs immediately return to the previous level?

N	Valid	349
	Missing	1169

Q22 After I-5 reopened, did your company's transportation-related costs immediately return to the previous level?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	306	20.2	87.7	87.7
	2 No	43	2.8	12.3	100.0
	Total	349	23.0	100.0	
Missing	-1 Don't know	20	1.3		
	System	1149	75.7		
	Total	1169	77.0		
Total		1518	100.0		

Q23 How long were your company's transportation-related costs higher than normal?: Number * Q23A
How long were your company's transportation-related costs higher than normal?: Unit (days, weeks, months) Crosstabulation

Count

		Q23A How long were your company's transportation-related costs higher than normal?: Unit (days, weeks, months)			Total
		1 Days	2 Weeks	3 Months	
Q23 How long were your company's transportation-related costs higher than normal?: Number	0	2	0	0	2
	1	0	3	5	8
	2	2	6	1	9
	3	1	1	1	3
	4	4	0	1	5
	5	2	1	0	3
	6	0	1	0	1
	10	2	0	0	2
	30	1	0	0	1
Total		14	12	8	34

Statistics

Q24 What was the total amount of additional transportation-related costs paid by your company AFTER I-5 reopened?

N	Valid	23
	Missing	1495
Mean		6026.09
Median		.00
Std. Deviation		11518.294
Minimum		0
Maximum		35000

Q24C Q24 Web Don't Know

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	11	.7	34.4	34.4
	2 Not Checked	21	1.4	65.6	100.0
	Total	32	2.1	100.0	
Missing	System	1486	97.9		
Total		1518	100.0		

Q24A If Q24 Don't know then: Estimate: less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$10,000	10	.7	52.6	52.6
	2 More than \$10,000	4	.3	21.1	73.7
	3 Right around \$10,000	5	.3	26.3	100.0
	Total	19	1.3	100.0	
Missing	-1 Don't know	3	.2		
	System	1496	98.6		
	Total	1499	98.7		
Total	1518	100.0			

Q24B If Q24 Don't know then: Range estimate: <\$2,000 - \$10,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$2,000	2	.1	20.0	20.0
	2 OVER \$2,000 UP TO \$4,000	3	.2	30.0	50.0
	3 OVER \$4,000 UP TO \$6,000	2	.1	20.0	70.0
	5 OR OVER \$8,000 UP TO \$10,000	3	.2	30.0	100.0
	Total	10	.7	100.0	
Missing	-1 Don't know	1	.1		
	System	1507	99.3		
	Total	1508	99.3		
Total	1518	100.0			

Q25 If Q24 Don't know then: Estimate: less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$100,000	2	.1	50.0	50.0
	3 Right around \$100,000	2	.1	50.0	100.0
	Total	4	.3	100.0	
Missing	System	1514	99.7		
Total		1518	100.0		

Q25A If Q24 Don't know then: Range estimate: <\$20,000 - \$100,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2 OVER \$20,000 UP TO \$40,000	1	.1	50.0	50.0
	3 OVER \$40,000 UP TO \$60,000	1	.1	50.0	100.0
	Total	2	.1	100.0	
Missing	System	1516	99.9		
Total		1518	100.0		

Q26 If Q24 Don't know then: Estimate: less than \$1,000,000, more than \$1,000,000, or right around 1,000,000 dollars?

		Frequency	Percent
Missing	System	1518	100.0

Q26A If Q24 Don't know then: Range estimate: <\$200,000 - \$1,000,000

		Frequency	Percent
Missing	System	1518	100.0

Q26B If Q24 Don't know then: Range estimate: <\$1,200,000 - \$2,000,000

		Frequency	Percent
Missing	System	1518	100.0

Q27 Did you recover any of the additional transportation-related costs due to the closure?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	57	3.8	16.8	16.8
	2 No	282	18.6	83.2	100.0
	Total	339	22.3	100.0	
Missing	-2 Refused	2	.1		
	-1 Don't know	27	1.8		
	System	1150	75.8		
	Total	1179	77.7		
Total		1518	100.0		

Q28A Type of additional costs recovered, I-5 closure: OVERTIME AND/OR OTHER EXPENSES FOR TRUCK DRIVERS

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	35	2.3	46.7	46.7
	2 No	40	2.6	53.3	100.0
	Total	75	4.9	100.0	
Missing	-1 Don't know	1	.1		
	System	1442	95.0		
	Total	1443	95.1		
Total		1518	100.0		

Q28B Type of additional costs recovered, I-5 closure: ADDITIONAL FUEL COSTS

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	46	3.0	61.3	61.3
	2 No	29	1.9	38.7	100.0
	Total	75	4.9	100.0	
Missing	-1 Don't know	1	.1		
	System	1442	95.0		
	Total	1443	95.1		
Total		1518	100.0		

Q28C Type of additional costs recovered, I-5 closure: ACQUIRING ADDITIONAL EQUIPMENT

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	5	.3	6.7	6.7
	2 No	70	4.6	93.3	100.0
	Total	75	4.9	100.0	
Missing	-1 Don't know	1	.1		
	System	1442	95.0		
	Total	1443	95.1		
Total		1518	100.0		

Q28D Type of additional costs recovered, I-5 closure: PAYING A HIGHER RATE FOR EXPEDITED AND/OR GUARANTEED SERVICES

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	12	.8	16.0	16.0
	2 No	63	4.2	84.0	100.0
	Total	75	4.9	100.0	
Missing	-1 Don't know	1	.1		
	System	1442	95.0		
	Total	1443	95.1		
Total		1518	100.0		

Q28E Type of additional costs recovered, I-5 closure: ADDITIONAL INVENTORY AND/OR STORAGE COSTS

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	4	.3	5.3	5.3
	2 No	71	4.7	94.7	100.0
	Total	75	4.9	100.0	
Missing	-1 Don't know	1	.1		
	System	1442	95.0		
	Total	1443	95.1		
Total		1518	100.0		

Q28F Type of additional costs recovered, I-5 closure: OTHER

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	12	.8	15.8	15.8
	2 No	64	4.2	84.2	100.0
	Total	76	5.0	100.0	
Missing	System	1442	95.0		
Total		1518	100.0		

Q29 Will your business make any capital or operating investments in 2008 to prevent future business disruptions due to potential closures on I-5 in South West Washington?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	13	.9	3.9	3.9
	2 No	322	21.2	96.1	100.0
	Total	335	22.1	100.0	
Missing	-2 Refused	2	.1		
	-1 Don't know	29	1.9		
	System	1152	75.9		
Total		1183	77.9		

Total	1518	100.0		
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Statistics

Q30 What is the estimated cost associated with this I-5 transportation disruption prevention plan for 2008?

N	Valid	7
	Missing	1511
Mean		18950.000
		0
Median		5000.0000
Std. Deviation		28837.345
		58
Minimum		.00
Maximum		80000.00

Statistics

Q31 Please estimate the value of any lost sales your company experienced due to the I-5 closure.

N	Valid	254
	Missing	1264
Mean		3175306.2
		323
Median		1000.0000
Std. Deviation		50194973.
		45817
Minimum		.00
Maximum		80000000
		0.00

Q31C Q31 Web Don't Know

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	52	3.4	35.9	35.9
	2 Not Checked	93	6.1	64.1	100.0
	Total	145	9.6	100.0	
Missing	System	1373	90.4		
Total		1518	100.0		

Q31A If Q31 Don't know then: Estimate: less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$10,000	45	3.0	56.3	56.3
	2 More than \$10,000	19	1.3	23.8	80.0
	3 Right around \$10,000	9	.6	11.3	91.3
	4 No loss of sales	7	.5	8.8	100.0
	Total	80	5.3	100.0	
Missing	-1 Don't know	12	.8		
	System	1426	93.9		
	Total	1438	94.7		
Total	1518	100.0			

Q31B If Q31 Don't know then: Range estimate: <\$2,000 - \$10,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$2,000	15	1.0	34.1	34.1
	2 OVER \$2,000 UP TO \$4,000	19	1.3	43.2	77.3
	3 OVER \$4,000 UP TO \$6,000	6	.4	13.6	90.9
	4 OVER \$6,000 UP TO \$8,000	2	.1	4.5	95.5
	5 OR OVER \$8,000 UP TO \$10,000	1	.1	2.3	97.7
	6 Over \$10,000	1	.1	2.3	100.0
	Total	44	2.9	100.0	
Missing	-1 Don't know	1	.1		
	System	1473	97.0		
	Total	1474	97.1		
Total	1518	100.0			

Q32 If Q31 Don't know then: Estimate: less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$100,000	17	1.1	85.0	85.0
	3 Right around \$100,000	3	.2	15.0	100.0
	Total	20	1.3	100.0	
Missing	System	1498	98.7		
Total		1518	100.0		

Q32A If Q31 Don't know then: Range estimate: <\$20,000 - \$100,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$20,000	3	.2	17.6	17.6
	2 OVER \$20,000 UP TO \$40,000	1	.1	5.9	23.5
	3 OVER \$40,000 UP TO \$60,000	11	.7	64.7	88.2
	4 OVER \$60,000 UP TO \$80,000	1	.1	5.9	94.1
	5 OR OVER \$80,000 UP TO \$100,000	1	.1	5.9	100.0
	Total	17	1.1	100.0	
Missing	System	1501	98.9		
Total		1518	100.0		

Q33 If Q31 Don't know then: Estimate: less than \$1,000,000, more than \$1,000,000, or right around 1,000,000 dollars?

		Frequency	Percent
Missing	System	1518	100.0

Q33A If Q31 Don't know then: Range estimate: <\$200,000 - \$1,000,000

		Frequency	Percent
Missing	System	1518	100.0

Q33B If Q31 Don't know then: Range estimate: <\$1,200,000 - \$2,000,000

		Frequency	Percent
Missing	System	1518	100.0

Q33C I-5 closure: How did you estimate (the value of any lost sales)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comments	136	9.0	99.3	99.3
	2 No comments	1	.1	.7	100.0
	Total	137	9.0	100.0	
Missing	System	1381	91.0		
Total		1518	100.0		

Q34 Why did your business NOT have any loss of sales or business opportunities? (I-5 closure)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comment	64	4.2	97.0	97.0
	2 No comment	2	.1	3.0	100.0
	Total	66	4.3	100.0	
Missing	-1 Don't know	2	.1		
	System	1450	95.5		
	Total	1452	95.7		
Total		1518	100.0		

Statistics

Q35 What percentage of your company's total annual revenues does this LOSS represent? (I-5 closure)

N	Valid	185
	Missing	1333
Mean		3.0852
Median		1.0000
Std. Deviation		10.93750
Minimum		.00
Maximum		100.00

Statistics

Q36 Can you estimate the total amount of annual revenue and/or the total amount of business opportunities that were lost? (I-5 closure)

N	Valid	134
	Missing	1384
Mean		6010618.3
		358
Median		3000.0000
Std. Deviation		69106146.
		74074
Minimum		.00
Maximum		80000000
		0.00

Statistics

Q37 What percentage of your company's total lost sales due to the I-5 closure occurred in December 2007?

N	Valid	172
	Missing	1346
Mean		34.8951
Median		2.0000
Std. Deviation		44.41746

Minimum	.00
Maximum	100.00

Statistics

Q38 What percentage of your company's total lost sales occurred in January 2008? (I-5 closure)

N	Valid	178
	Missing	1340
Mean		5.6470
Median		.0000
Std. Deviation		18.53395
Minimum		.00
Maximum		100.00

Statistics

Q39 Do you anticipate ongoing lost sales in the future due to the December 2007 I-5 closure?

N	Valid	266
	Missing	1252

Q39 Do you anticipate ongoing lost sales in the future due to the December 2007 I-5 closure?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	12	.8	4.5	4.5
	2 No	254	16.7	95.5	100.0
	Total	266	17.5	100.0	
Missing	-1 Don't know	16	1.1		
	System	1236	81.4		
	Total	1252	82.5		
Total		1518	100.0		

Statistics

Q40 What is your best estimate of on-going lost sales per month? (I-5 closure)

N	Valid	8
	Missing	1510
Mean		31001.63
Median		10000.00
Std. Deviation		68593.205
Minimum		0
Maximum		200000

Q41 For how long do you estimate the ongoing lost sales will continue?: Number * Q41A For how long do you estimate the ongoing lost sales will continue?: Units (days, weeks, months) Crosstabulation

Count

		Q41A For how long do you estimate the ongoing lost sales will continue?: Units (days, weeks, months)	
		3 Months	Total
Q41 For how long do you estimate the ongoing lost sales will continue?: Number	3 6 8 500	1 1 1 1	1 1 1 1
Total		4	4

I-90 Closure

Q42 How would you describe the level of NEGATIVE economic impact to your business from the I-90 closure at Snoqualmie Pass that occurred from January 29 to February 1, 2008?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 NO NEGATIVE ECONOMIC IMPACT	72	4.7	19.5	19.5
	2 MINOR NEGATIVE ECONOMIC IMPACT	130	8.6	35.1	54.6
	3 MODERATE NEGATIVE ECONOMIC IMPACT	105	6.9	28.4	83.0
	4 OR SEVERE NEGATIVE ECONOMIC IMPACT	63	4.2	17.0	100.0
	Total	370	24.4	100.0	
Missing	-1 Don't know	2	.1		
	System	1146	75.5		
	Total	1148	75.6		
Total	1518	100.0			

Q43A Response to the I-90 closure: Cancel truck shipments

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	92	6.1	25.7	25.7
	2 No	266	17.5	74.3	100.0
	Total	358	23.6	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	1	.1		
	System	1158	76.3		
	Total	1160	76.4		
Total	1518	100.0			

Q43B Response to the I-90 closure: Postpone truck shipments

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	182	12.0	51.1	51.1
	2 No	174	11.5	48.9	100.0
	Total	356	23.5	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	3	.2		
	System	1158	76.3		
	Total	1162	76.5		
Total	1518	100.0			

Q43C Response to the I-90 closure: Reroute truck shipments

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	202	13.3	56.7	56.7
	2 No	154	10.1	43.3	100.0
	Total	356	23.5	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	3	.2		
	System	1158	76.3		
	Total	1162	76.5		
Total		1518	100.0		

Q43D Response to the I-90 closure: Some Other Response

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	38	2.5	10.6	10.6
	2 No	319	21.0	89.4	100.0
	Total	357	23.5	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1158	76.3		
	Total	1161	76.5		
Total		1518	100.0		

Statistics

Q44 How many truck shipments for your business were impacted by I-90 closure?

N	Valid	344
	Missing	1174
Mean		78.4549
Median		6.0000
Std. Deviation		584.58700
Minimum		.00
Maximum		10000.00

Q45A Detour used for I-90 closure: Highway 2

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	78	5.1	39.4	39.4
	2 No	120	7.9	60.6	100.0
	Total	198	13.0	100.0	
Missing	-1 Don't know	7	.5		
	System	1313	86.5		
	Total	1320	87.0		
Total		1518	100.0		

Q45B Detour used for I-90 closure: Highway 12

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	89	5.9	44.9	44.9
	2 No	109	7.2	55.1	100.0
	Total	198	13.0	100.0	
Missing	-1 Don't know	7	.5		
	System	1313	86.5		
	Total	1320	87.0		
Total		1518	100.0		

Q45C Detour used for I-90 closure: Highway 14

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	39	2.6	19.6	19.6
	2 No	160	10.5	80.4	100.0
	Total	199	13.1	100.0	
Missing	-1 Don't know	6	.4		
	System	1313	86.5		
	Total	1319	86.9		
Total		1518	100.0		

Q45D Detour used for I-90 closure: I-84

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	116	7.6	58.3	58.3
	2 No	83	5.5	41.7	100.0
	Total	199	13.1	100.0	
Missing	-1 Don't know	6	.4		
	System	1313	86.5		
	Total	1319	86.9		

Total	1518	100.0		
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Statistics

Q46A During I-90 closure, how many of your trucks used this (Highway 2) detour?

N	Valid	69
	Missing	1449
Mean		16.8551
Median		7.0000
Std. Deviation		26.79951
Minimum		1.00
Maximum		180.00

Statistics

Q46B By how many hours did your shipment transit times increase for each truck when you used this (Highway 2) detour?

N	Valid	72
	Missing	1446
Mean		8.6597
Median		4.0000
Std. Deviation		19.03071
Minimum		.50
Maximum		160.00

Statistics

Q46C What was the total additional direct cost for all trucks using this (Highway 2) detour?

N	Valid	50
	Missing	1468
Mean		5385.8000
Median		2000.0000
Std. Deviation		9433.5952
		7
Minimum		.00
Maximum		54000.00

Statistics

Q47A During I-90 closure, how many of your trucks used this (Highway 12) detour?

N	Valid	82
	Missing	1436
Mean		16.2683
Median		5.0000
Std. Deviation		47.52934

Minimum	.00
Maximum	400.00

Statistics

Q47B By how many hours did your shipment transit times increase for each truck when you used this (Highway 12) detour?

N	Valid	86
	Missing	1432
Mean		8.0349
Median		5.0000
Std. Deviation		15.79683
Minimum		.00
Maximum		120.00

Statistics

Q47C What was the total additional direct cost for all trucks using this (Highway 12) detour?

N	Valid	64
	Missing	1454
Mean		3990.5469
Median		1550.0000
Std. Deviation		7323.2426
Minimum		.00
Maximum		40000.00

Statistics

Q48A During I-90 closure, how many of your trucks used this (Highway 14) detour?

N	Valid	35
	Missing	1483
Mean		6.7714
Median		4.0000
Std. Deviation		8.76855
Minimum		.00
Maximum		50.00

Statistics

Q48B By how many hours did your shipment transit times increase for each truck when you used this (Highway 14) detour?

N	Valid	34
	Missing	1484
Mean		11.1912

Median	6.5000
Std. Deviation	23.24312
Minimum	.00
Maximum	140.00

Statistics

Q48C What was the total additional direct cost for all trucks using this (Highway 14) detour?

N	Valid	30
	Missing	1488
Mean		2060.2333
Median		1450.0000
Std. Deviation		2066.3577
		6
Minimum		.00
Maximum		10500.00

Statistics

Q49A During I-90 closure, how many of your trucks used this (I-84) detour?

N	Valid	104
	Missing	1414
Mean		16.6923
Median		6.0000
Std. Deviation		28.28086
Minimum		.00
Maximum		150.00

Statistics

Q49B By how many hours did your shipment transit times increase for each truck when you used this (I-84) detour?

N	Valid	111
	Missing	1407
Mean		13.7703
Median		6.0000
Std. Deviation		75.47076
Minimum		.00
Maximum		800.00

Statistics

Q49C What was the total additional direct cost for all trucks using this (I-84) detour?

N	Valid	84
	Missing	1434
Mean		4977.5690
Median		1600.0000

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Std. Deviation	8067.6805 9
Minimum	.00
Maximum	35000.00

Q50A Reason detour(s) chosen during the I-90 closure: AVAILABLE OPEN HIGHWAY ROUTES WERE USED

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	99	6.5	71.2	71.2
	2 No	40	2.6	28.8	100.0
	Total	139	9.2	100.0	
Missing	System	1379	90.8		
Total		1518	100.0		

Q50B Reason detour(s) chosen during the I-90 closure: LESS SEVERE WEATHER

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	55	3.6	39.6	39.6
	2 No	84	5.5	60.4	100.0
	Total	139	9.2	100.0	
Missing	System	1379	90.8		
Total		1518	100.0		

Q50C Reason detour(s) chosen during the I-90 closure: NEAREST ALTERNATIVE OPEN ROUTE WERE USED

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	93	6.1	66.9	66.9
	2 No	46	3.0	33.1	100.0
	Total	139	9.2	100.0	
Missing	System	1379	90.8		
Total		1518	100.0		

Q50D Reason detour(s) chosen during the I-90 closure: SAFEST ROUTE

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	64	4.2	46.4	46.4
	2 No	74	4.9	53.6	100.0
	Total	138	9.1	100.0	
Missing	-1 Don't know	1	.1		
	System	1379	90.8		
	Total	1380	90.9		
Total		1518	100.0		

Q50E Reason detour(s) chosen during the I-90 closure: SOME OTHER REASON (PLEASE SPECIFY)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	12	.8	8.6	8.6
	2 No	127	8.4	91.4	100.0
	Total	139	9.2	100.0	
Missing	System	1379	90.8		
Total		1518	100.0		

Q51A Information about alternative routes obtained at: HIGHWAY POSTED RADIO CHANNEL

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	39	2.6	10.8	10.8
	2 No	322	21.2	89.2	100.0
	Total	361	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	3	.2		
	System	1153	76.0		
Total		1157	76.2		
Total		1518	100.0		

Q51B Information about alternative routes obtained at: COMPANY DISPATCH OR CONTACT

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	132	8.7	36.5	36.5
	2 No	230	15.2	63.5	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
Total		1156	76.2		
Total		1518	100.0		

Q51C Information about alternative routes obtained at: TRUCK WEIGH STATION

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	21	1.4	5.8	5.8
	2 No	341	22.5	94.2	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
Total		1156	76.2		

Total	1518	100.0		
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Q51D Information about alternative routes obtained at: WSDOT WEBSITE

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	246	16.2	68.0	68.0
	2 No	116	7.6	32.0	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
	Total	1156	76.2		
Total		1518	100.0		

Q51E Information about alternative routes obtained at: WSDOT FREIGHT EMAIL LISTSERVE

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	25	1.6	6.9	6.9
	2 No	336	22.1	93.1	100.0
	Total	361	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	3	.2		
	System	1153	76.0		
	Total	1157	76.2		
Total		1518	100.0		

Q51F Information about alternative routes obtained at: MEDIA, INCLUDING TV OR RADIO OR PRINT

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	143	9.4	39.5	39.5
	2 No	219	14.4	60.5	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
	Total	1156	76.2		
Total		1518	100.0		

Q51G Information about alternative routes obtained at: STATE PATROL

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	43	2.8	11.9	11.9
	2 No	319	21.0	88.1	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
	Total	1156	76.2		
Total		1518	100.0		

Q51H Information about alternative routes obtained at: OTHER (PLEASE SPECIFY)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	72	4.7	19.9	19.9
	2 No	290	19.1	80.1	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
	Total	1156	76.2		
Total		1518	100.0		

Statistics

Q52 What were your company's total ADDITIONAL costs incurred during the I-90 closure at Snoqualmie Pass?

N	Valid	258
	Missing	1260
Mean		8810.36
Median		1000.00
Std. Deviation		23502.597
Minimum		0
Maximum		200000

Q52C Q52 Web Don't Know

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	36	2.4	23.1	23.1
	2 Not Checked	120	7.9	76.9	100.0
	Total	156	10.3	100.0	
Missing	System	1362	89.7		
Total		1518	100.0		

Q52A If Q52 Don't know then: Estimate: less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$10,000	43	2.8	62.3	62.3
	2 More than \$10,000	13	.9	18.8	81.2
	3 Right around \$10,000	13	.9	18.8	100.0
	Total	69	4.5	100.0	
Missing	-1 Don't know	14	.9		
	System	1435	94.5		
	Total	1449	95.5		
Total		1518	100.0		

Q52B If Q52 Don't know then: Range estimate: <\$2,000 - \$10,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$2,000	26	1.7	60.5	60.5
	2 OVER \$2,000 UP TO \$4,000	6	.4	14.0	74.4
	3 OVER \$4,000 UP TO \$6,000	7	.5	16.3	90.7
	4 OVER \$6,000 UP TO \$8,000	3	.2	7.0	97.7
	5 OR OVER \$8,000 UP TO \$10,000	1	.1	2.3	100.0
	Total	43	2.8	100.0	
Missing	-1 Don't know	1	.1		
	System	1474	97.1		
	Total	1475	97.2		
Total		1518	100.0		

Q53 If Q52 Don't know then: Estimate: less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$100,000	8	.5	72.7	72.7
	3 Right around \$100,000	3	.2	27.3	100.0
	Total	11	.7	100.0	
Missing	-1 Don't know	2	.1		
	System	1505	99.1		
	Total	1507	99.3		
Total		1518	100.0		

Q53A If Q52 Don't know then: Range estimate: <\$20,000 - \$100,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$20,000	1	.1	12.5	12.5
	2 OVER \$20,000 UP TO \$40,000	1	.1	12.5	25.0
	4 OVER \$60,000 UP TO \$80,000	6	.4	75.0	100.0
	Total	8	.5	100.0	
Missing	-1 Don't know	1	.1		
	System	1509	99.4		
	Total	1510	99.5		
Total		1518	100.0		

Q54 If Q52 Don't know then: Estimate: less than \$1,000,000, more than \$1,000,000, or right around 1,000,000 dollars?

		Frequency	Percent
Missing	System	1518	100.0

Q54A If Q52 Don't know then: Range estimate: <\$200,000 - \$1,000,000

		Frequency	Percent
Missing	System	1518	100.0

Q54B If Q52 Don't know then: Range estimate: <\$1,200,000 - \$2,000,000

		Frequency	Percent
Missing	System	1518	100.0

Statistics

Q55A I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses

N	Valid	219
	Missing	1299
Mean		2153.9178
Median		400.0000
Std. Deviation		4833.8663
		5
Minimum		.00
Maximum		34000.00

Statistics

Q55B I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses

N	Valid	208
	Missing	1310
Mean		25.4552
Median		10.0000
Std. Deviation		31.01625
Minimum		.00
Maximum		100.00

Statistics

Q55C I-90 Closure Amount spent for: Additional fuel costs

N	Valid	215
	Missing	1303
Mean		2644.3987
Median		400.0000
Std. Deviation		8560.1093
Minimum		3
Maximum		79000.00

Statistics

Q55D I-90 Closure Percentage of additional costs for: Additional fuel costs

N	Valid	203
	Missing	1315
Mean		24.9663
Median		10.0000
Std. Deviation		29.54414
Minimum		.00
Maximum		100.00

Statistics

Q55E I-90 Closure Amount spent for: Acquiring additional equipment

N	Valid	216
	Missing	1302
Mean		200.4722
Median		.0000
Std. Deviation		1357.5099
Minimum		6
Maximum		15000.00

Statistics

Q55F I-90 Closure Percentage of additional costs for: Acquiring additional equipment

N	Valid	210
	Missing	1308
Mean		.9667
Median		.0000
Std. Deviation		4.97013
Minimum		.00
Maximum		50.00

Statistics

Q55G I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services

N	Valid	207
	Missing	1311
Mean		359.6232
Median		.0000
Std. Deviation		2103.3627
		5
Minimum		.00
Maximum		20000.00

Statistics

Q55H I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services

N	Valid	200
	Missing	1318
Mean		4.1925
Median		.0000
Std. Deviation		16.48188
Minimum		.00
Maximum		100.00

Statistics

Q55I I-90 Closure Amount spent for: Additional inventory and/or storage costs

N	Valid	225
	Missing	1293
Mean		727.8756
Median		.0000
Std. Deviation		6291.6750
		8
Minimum		.00
Maximum		90000.00

Statistics

Q55J I-90 Closure Percentage of additional costs for: dditional inventory and/or storage costs

N	Valid	212
	Missing	1306
Mean		1.5519
Median		.0000
Std. Deviation		8.34304
Minimum		.00
Maximum		100.00

Statistics

Q55K I-90 Closure Amount spent for: Damages including perishables or other goods

N	Valid	228
	Missing	1290
Mean		182.0263
Median		.0000
Std. Deviation		1867.5239
		2
Minimum		.00
Maximum		25000.00

Statistics

Q55L I-90 Closure Percentage of additional costs for: Damages including perishables or other goods

N	Valid	213
	Missing	1305
Mean		.1737
Median		.0000
Std. Deviation		1.27858
Minimum		.00
Maximum		12.00

Statistics

Q55M I-90 Closure Amount spent for: Any other reasons or items of losses

N	Valid	232
	Missing	1286
Mean		797.3874
Median		.0000
Std. Deviation		5339.4673
		8
Minimum		.00
Maximum		75000.00

Statistics

Q55N I-90 Closure Percentage of additional costs for: Any other reasons or items of losses

N	Valid	218
	Missing	1300
Mean		4.6097
Median		.0000
Std. Deviation		15.51664
Minimum		.00
Maximum		100.00

Statistics

Q56 After I-90 reopened, did your company's transportation-related costs immediately return to the previous level?

N	Valid	333
	Missing	1185

Q56 After I-90 reopened, did your company's transportation-related costs immediately return to the previous level?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	301	19.8	90.4	90.4
	2 No	32	2.1	9.6	100.0
	Total	333	21.9	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	30	2.0		
	System	1154	76.0		
	Total	1185	78.1		
Total		1518	100.0		

Q57 How long were your company's transportation-related costs higher than normal?: Number * Q57A
How long were your company's transportation-related costs higher than normal?: Units (days, weeks, months) Crosstabulation

Count

		Q57A How long were your company's transportation-related costs higher than normal?: Units (days, weeks, months)			Total
		1 Days	2 Weeks	3 Months	
Q57 How long were your company's transportation-related costs higher than normal?: Number	.00	5	0	1	6
	1.00	0	2	2	4
	2.00	2	10	3	15
	3.00	1	1	1	3
	4.00	0	2	0	2
	5.00	0	1	0	1
	7.00	2	0	0	2
	8.00	0	1	0	1
	18.00	1	0	0	1
Total		11	17	7	35

Statistics

Q59 What was the total amount of additional transportation-related costs paid by your company AFTER I-90 reopened?

N	Valid	28
	Missing	1490
Mean		2546.4286
Median		.0000
Std. Deviation		6600.0270
Minimum		6
Maximum		.00
		30000.00

Q59C Q59 Web Don't Know

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	7	.5	16.7	16.7
	2 Not Checked	35	2.3	83.3	100.0
	Total	42	2.8	100.0	
Missing	System	1476	97.2		
Total		1518	100.0		

Q59A If Q59 Don't know then: Estimate: less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$10,000	5	.3	41.7	41.7
	2 More than \$10,000	6	.4	50.0	91.7
	3 Right around \$10,000	1	.1	8.3	100.0
	Total	12	.8	100.0	
Missing	-1 Don't know	3	.2		
	System	1503	99.0		
	Total	1506	99.2		
Total	1518	100.0			

Q59B If Q59 Don't know then: Range estimate: <\$2,000 - \$10,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$2,000	2	.1	40.0	40.0
	2 OVER \$2,000 UP TO \$4,000	1	.1	20.0	60.0
	3 OVER \$4,000 UP TO \$6,000	1	.1	20.0	80.0
	5 OR OVER \$8,000 UP TO \$10,000	1	.1	20.0	100.0
	Total	5	.3	100.0	
Missing	-1 Don't know	1	.1		
	System	1512	99.6		
	Total	1513	99.7		
Total	1518	100.0			

Q60 If Q59 Don't know then: Estimate: less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$100,000	6	.4	100.0	100.0
Missing	System	1512	99.6		
Total		1518	100.0		

Q60A If Q59 Don't know then: Range estimate: <\$20,000 - \$100,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$20,000	2	.1	33.3	33.3
	2 OVER \$20,000 UP TO \$40,000	1	.1	16.7	50.0
	3 OVER \$40,000 UP TO \$60,000	2	.1	33.3	83.3
	4 OVER \$60,000 UP TO \$80,000	1	.1	16.7	100.0
	Total	6	.4	100.0	
Missing	System	1512	99.6		
Total		1518	100.0		

Q61 If Q59 Don't know then: Estimate: less than \$1,000,000, more than \$1,000,000, or right around 1,000,000 dollars?

		Frequency	Percent
Missing	System	1518	100.0

Q61A If Q59 Don't know then: Range estimate: <\$200,000 - \$1,000,000

		Frequency	Percent
Missing	System	1518	100.0

Q61B If Q59 Don't know then: Range estimate: <\$1,200,000 - \$2,000,000

		Frequency	Percent
Missing	System	1518	100.0

Q62 Did you recover any of the additional costs due to the closure?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	49	3.2	15.1	15.1
	2 No	275	18.1	84.9	100.0
	Total	324	21.3	100.0	
Missing	-2 Refused	2	.1		
	-1 Don't know	38	2.5		
	System	1154	76.0		
Total		1194	78.7		
Total		1518	100.0		

Q62A Type of additional costs recovered, I-90 closure: OVERTIME AND/OR OTHER EXPENSES FOR TRUCK DRIVERS

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	22	1.4	28.2	28.2
	2 No	56	3.7	71.8	100.0
	Total	78	5.1	100.0	
Missing	-1 Don't know	1	.1		
	System	1439	94.8		
	Total	1440	94.9		
Total		1518	100.0		

Q62B Type of additional costs recovered, I-90 closure: ADDITIONAL FUEL COSTS

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	36	2.4	46.2	46.2
	2 No	42	2.8	53.8	100.0
	Total	78	5.1	100.0	
Missing	-1 Don't know	1	.1		
	System	1439	94.8		
	Total	1440	94.9		
Total		1518	100.0		

Q62C Type of additional costs recovered, I-90 closure: ACQUIRING ADDITIONAL EQUIPMENT

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	1	.1	1.3	1.3
	2 No	77	5.1	98.7	100.0
	Total	78	5.1	100.0	
Missing	-1 Don't know	1	.1		
	System	1439	94.8		
	Total	1440	94.9		
Total		1518	100.0		

Q62D Type of additional costs recovered, I-90 closure: PAYING A HIGHER RATE FOR EXPEDITED AND/OR GUARANTEED SERVICES

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	8	.5	10.3	10.3
	2 No	70	4.6	89.7	100.0
	Total	78	5.1	100.0	
Missing	-1 Don't know	1	.1		
	System	1439	94.8		
	Total	1440	94.9		
Total		1518	100.0		

Q62E Type of additional costs recovered, I-90 closure: ADDITIONAL INVENTORY AND/OR STORAGE COSTS

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	5	.3	6.3	6.3
	2 No	74	4.9	93.7	100.0
	Total	79	5.2	100.0	
Missing	System	1439	94.8		
Total		1518	100.0		

Q62F Type of additional costs recovered, I-90 closure: OTHER

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	7	.5	8.9	8.9
	2 No	72	4.7	91.1	100.0
	Total	79	5.2	100.0	
Missing	System	1439	94.8		
Total		1518	100.0		

Q63 Will your business make any capital or operating investments in 2008 to prevent future business disruptions due to potential closures of I-90 at Snoqualmie Pass?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	13	.9	3.9	3.9
	2 No	319	21.0	96.1	100.0
	Total	332	21.9	100.0	
Missing	-2 Refused	2	.1		
	-1 Don't know	30	2.0		
	System	1154	76.0		
Total		1186	78.1		
Total		1518	100.0		

Statistics

Q63A What is the estimated cost associated with this I-90 transportation disruption prevention plan in 2008?

N	Valid	8
	Missing	1510
Mean		32087.625
		0
Median		4600.5000
Std. Deviation		49112.079
		65
Minimum		.00
Maximum		120000.00

Statistics

Q64 Please estimate the value of any lost sales your company experienced due to the I-90 closure.

N	Valid	261
	Missing	1257
Mean		11852.452
		1
Median		.0000
Std. Deviation		51314.207
		44
Minimum		.00
Maximum		600000.00

Q64C Q64 Web Don't Know

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	39	2.6	25.0	25.0
	2 Not Checked	117	7.7	75.0	100.0
	Total	156	10.3	100.0	
Missing	System	1362	89.7		
Total		1518	100.0		

Q64A If Q64 Don't know then: Estimate: less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$10,000	30	2.0	45.5	45.5
	2 More than \$10,000	16	1.1	24.2	69.7
	3 Right around \$10,000	8	.5	12.1	81.8
	4 no loss of sales	12	.8	18.2	100.0
	Total	66	4.3	100.0	
Missing	-1 Don't know	17	1.1		
	System	1435	94.5		

Total	1452	95.7	
Total	1518	100.0	

Q64B If Q64 Don't know then: Range estimate: <\$2,000 - \$10,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$2,000	16	1.1	48.5	48.5
	2 OVER \$2,000 UP TO \$4,000	6	.4	18.2	66.7
	3 OVER \$4,000 UP TO \$6,000	6	.4	18.2	84.8
	4 OVER \$6,000 UP TO \$8,000	4	.3	12.1	97.0
	5 OR OVER \$8,000 UP TO \$10,000	1	.1	3.0	100.0
	Total	33	2.2	100.0	
Missing	-1 Don't know	1	.1		
	System	1484	97.8		
	Total	1485	97.8		
Total		1518	100.0		

Q65 If Q64 Don't know then: Estimate: less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 less than \$100,000	11	.7	64.7	64.7
	2 more than \$100,000	3	.2	17.6	82.4
	3 right around \$100,000	3	.2	17.6	100.0
	Total	17	1.1	100.0	
Missing	System	1501	98.9		
Total		1518	100.0		

Q65A If Q64 Don't know then: Range estimate: <\$20,000 - \$100,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$20,000	2	.1	18.2	18.2
	2 OVER \$20,000 UP TO \$40,000	4	.3	36.4	54.5
	3 OVER \$40,000 UP TO \$60,000	1	.1	9.1	63.6
	4 OVER \$60,000 UP TO \$80,000	2	.1	18.2	81.8
	5 OR OVER \$80,000 UP TO \$100,000	2	.1	18.2	100.0
	Total	11	.7	100.0	

Missing	System	1507	99.3		
Total		1518	100.0		

Q66 If Q64 Don't know then: Estimate: less than \$1,000,000, more than \$1,000,000, or right around 1,000,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$1,000,000	3	.2	100.0	100.0
Missing	System	1515	99.8		
Total		1518	100.0		

Q66A If Q64 Don't know then: Range estimate: <\$200,000 - \$1,000,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$200,000	1	.1	50.0	50.0
	3 OVER \$400,000 UP TO \$600,000	1	.1	50.0	100.0
	Total	2	.1	100.0	
Missing	-1 Don't know	1	.1		
	System	1515	99.8		
	Total	1516	99.9		
Total		1518	100.0		

Q66B If Q64 Don't know then: Range estimate: <\$1,200,000 - \$2,000,000

		Frequency	Percent
Missing	System	1518	100.0

Q66C I-90 closure: How did you estimate (the value of any lost sales)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	1	.1	.9	.9
	1 Comments	107	7.0	97.3	98.2
	2 No comments	2	.1	1.8	100.0
	Total	110	7.2	100.0	
Missing	-2 Refused	4	.3		
	-1 Don't know	2	.1		
	System	1402	92.4		
	Total	1408	92.8		
Total		1518	100.0		

Q67 Why did your business NOT have any loss of sales or business opportunities? (I-90 closure)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comments	73	4.8	97.3	97.3
	2 No comments	2	.1	2.7	100.0
	Total	75	4.9	100.0	
Missing	-1 Don't know	1	.1		
	System	1442	95.0		
	Total	1443	95.1		
Total		1518	100.0		

Statistics

Q68A What percentage of your company's total annual revenues does this LOSS represent? (I-90 closure)

N	Valid	179
	Missing	1339
Mean		2.2265
Median		.4000
Std. Deviation		6.12249
Minimum		.00
Maximum		50.00

Statistics

Q68B What percentage of your company's total lost sales due to the I-90 closure occurred in January and February 2008?

N	Valid	181
	Missing	1337
Mean		25.7109
Median		1.0000
Std. Deviation		41.37142
Minimum		.00
Maximum		100.00

Statistics

Q69A Do you anticipate ongoing lost sales in the future due to the January 29 to February 1 I-90 closure?

N	Valid	247
	Missing	1271

Q69A Do you anticipate ongoing lost sales in the future due to the January 29 to February 1 I-90 closure?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	10	.7	4.0	4.0
	2 No	237	15.6	96.0	100.0
	Total	247	16.3	100.0	
Missing	-2 Refused	3	.2		
	-1 Don't know	24	1.6		
	System	1244	81.9		
	Total	1271	83.7		
Total		1518	100.0		

Statistics

Q69B What is your best estimate of on-going lost sales per month? (I-90 closure)

N	Valid	7
	Missing	1511
Mean		7857.8571
Median		2000.0000
Std. Deviation		8609.8644
		3
Minimum		5.00
Maximum		20000.00

Q70 For how long do you anticipate this ongoing lost sales will continue?: Number * Q70A For how long do you anticipate this ongoing lost sales will continue?: Unit (days, weeks, months) Crosstabulation

Count

		Q70A For how long do you anticipate this ongoing lost sales will continue?: Unit (days, weeks, months)	
		3 Months	Total
Q70 For how long do you anticipate this ongoing lost sales will continue?: Number	3.00	2	2
	4.00	1	1
	6.00	1	1
	8.00	1	1
	9.00	1	1
Total		6	6

General Company Demographics

Statistics

Q71 What are the total annual sales (revenue) for your business in Washington State?

N	Valid	242
	Missing	1276
Mean		30677865.25
Median		2000000.00
Std. Deviation		32184319.2526
Minimum		0
Maximum		50000000.00

Q71C Q71 Web Don't Know

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	60	4.0	37.0	37.0
	2 Not Checked	102	6.7	63.0	100.0
	Total	162	10.7	100.0	
Missing	System	1356	89.3		
Total		1518	100.0		

Q71A If Q71 Don't know then: Estimate: less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$10,000	9	.6	9.2	9.2
	2 More than \$10,000	81	5.3	82.7	91.8
	3 Right around \$10,000	8	.5	8.2	100.0
	Total	98	6.5	100.0	
Missing	-2 Refused	3	.2		
	-1 Don't know	33	2.2		
	System	1384	91.2		
Total		1420	93.5		
Total		1518	100.0		

Q71B If Q71 Don't know then: Range estimate: <\$2,000 - \$10,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$2,000	4	.3	44.4	44.4
	2 OVER \$2,000 UP TO \$4,000	2	.1	22.2	66.7
	5 OR OVER \$8,000 UP TO \$10,000	1	.1	11.1	77.8
	6 Over \$10,000	2	.1	22.2	100.0
	Total	9	.6	100.0	
Missing	-1 Don't know	12	.8		
	System	1497	98.6		
	Total	1509	99.4		
Total		1518	100.0		

Q72 If Q71 Don't know then: Estimate: less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$100,000	6	.4	7.2	7.2
	2 More than \$100,000	65	4.3	78.3	85.5
	3 Right around \$100,000	12	.8	14.5	100.0
	Total	83	5.5	100.0	
Missing	System	1435	94.5		
Total		1518	100.0		

Q72A If Q71 Don't know then: Range estimate: <\$20,000 - \$100,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$20,000	1	.1	20.0	20.0
	2 OVER \$20,000 UP TO \$40,000	1	.1	20.0	40.0
	4 OVER \$60,000 UP TO \$80,000	3	.2	60.0	100.0
	Total	5	.3	100.0	
Missing	-1 Don't know	1	.1		
	System	1512	99.6		
	Total	1513	99.7		
Total		1518	100.0		

Q73 If Q71 Don't know then: Estimate: less than \$1,000,000, more than \$1,000,000, or right around 1,000,000 dollars?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than \$1,000,000	18	1.2	29.0	29.0
	2 More than \$1,000,000	36	2.4	58.1	87.1
	3 Right around \$1,000,000	8	.5	12.9	100.0
	Total	62	4.1	100.0	
Missing	-1 Don't know	3	.2		
	System	1453	95.7		
	Total	1456	95.9		
Total		1518	100.0		

Q73A If Q71 Don't know then: Range estimate: <\$200,000 - \$1,000,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$200,000	2	.1	11.1	11.1
	2 OVER \$200,000 UP TO \$400,000	5	.3	27.8	38.9
	3 OVER \$400,000 UP TO \$600,000	5	.3	27.8	66.7
	4 OVER \$600,000 UP TO \$800,000	3	.2	16.7	83.3
	5 OR OVER \$800,000 UP TO \$1,000,000	3	.2	16.7	100.0
	Total	18	1.2	100.0	
Missing	-1 Don't know	1	.1		
	System	1499	98.7		
	Total	1500	98.8		
Total		1518	100.0		

Q73B If Q71 Don't know then: Range estimate: <\$1,200,000 - \$2,000,000

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 LESS THAN \$1,200,000 (12 million)	6	.4	18.2	18.2
	2 OVER \$1,200,000 UP TO \$1,400,000	1	.1	3.0	21.2
	5 OVER \$1,800,000 UP TO \$2,000,000	2	.1	6.1	27.3
	6 OR OVER \$2,000,000	24	1.6	72.7	100.0
	Total	33	2.2	100.0	
Missing	-1 Don't know	3	.2		
	System	1482	97.6		

Total	1485	97.8		
Total	1518	100.0		

Q75 If we have any questions and wish to follow up, may we contact you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	374	24.6	86.8	86.8
	2 No	57	3.8	13.2	100.0
	Total	431	28.4	100.0	
Missing	-1 Don't know	3	.2		
	System	1084	71.4		
	Total	1087	71.6		
Total		1518	100.0		

Q76 Would you like to receive the survey results by e-mail or have them mailed to you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes, email me the website for the report	187	12.3	43.7	43.7
	2 Yes, send me a hard copy	114	7.5	26.6	70.3
	3 No	127	8.4	29.7	100.0
	Total	428	28.2	100.0	
Missing	-1	6	.4		
	System	1084	71.4		
	Total	1090	71.8		
Total		1518	100.0		

THX Respondent Comments

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes, comments	30	2.0	11.0	11.0
	2 No comments	242	15.9	89.0	100.0
	Total	272	17.9	100.0	
Missing	System	1246	82.1		
Total		1518	100.0		

Variables with Imputations

Statistics

Q17_ Imp Q17 plus Imputations

N	Valid	272
	Missing	1246
Mean		20174.56
Median		4000.00
Mode		1000
Std. Deviation		71321.588
Minimum		30
Maximum		1000000
Percentiles	20	1000.00
	40	3000.00
	60	5000.00
	80	16200.00

Statistics

Q24_ Imp Q24 plus Imputations

N	Valid	23
	Missing	1495
Mean		11591.30
Median		5000.00
Mode		1000(a)
Std. Deviation		14119.198
Minimum		1000
Maximum		50000
Percentiles	20	1800.00
	40	3000.00
	60	6600.00
	80	28000.00

a Multiple modes exist. The smallest value is shown

Statistics

Q31_ Imp Q31 plus Imputations

N	Valid	201
	Missing	1317
Mean		4018222.80
Median		10000.00
Mode		3000
Std. Deviation		56425088.059
Minimum		3
Maximum		80000000
Percentiles	20	3000.00
	40	5000.00
	60	12000.00
	80	45600.00

Statistics

Q52_ Imp Q52 plus Imputations

N	Valid	216
	Missing	1302
Mean		13708.67
Median		3000.00
Mode		1000
Std. Deviation		27490.027
Minimum		30
Maximum		200000
Percentiles	20	1000.00
	40	1960.00
	60	5000.00
	80	16600.00

Statistics

Q59_ Imp Q59 plus Imputations

N	Valid	21
	Missing	1497
Mean		14776.19
Median		5000.00
Mode		1000
Std. Deviation		19861.569
Minimum		500
Maximum		70000
Percentiles	20	1000.00
	40	3000.00
	60	10000.00
	80	30000.00

Statistics

Q64_ Imp Q64 plus Imputations

N	Valid	147
	Missing	1371
Mean		29289.05
Median		5000.00
Mode		1000
Std. Deviation		77988.241
Minimum		1
Maximum		600000
Percentiles	20	1000.00
	40	4000.00
	60	10000.00
	80	30000.00

Statistics

Q71_Imp Q71 plus Imputations

N	Valid	306
	Missing	1212
Mean		24495200. 62
Median		1750000.0 0
Mode		2000000
Std. Deviation		28634371 1.225
Minimum		1000
Maximum		50000000 00
Percentiles	20	300000.00
	40	1000000.0 0
	60	2000000.0 0
	80	8600000.0 0

Categorical Variables with Imputations

Q17_Cat Categorical Q17_Imp

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Under 1000	94	6.2	27.7	27.7
	2 1000 - 2000	50	3.3	14.7	42.5
	3 2000 - 3000	26	1.7	7.7	50.1
	4 3000 - 4000	31	2.0	9.1	59.3
	5 4000 - 5000	8	.5	2.4	61.7
	6 5000 - 6000	25	1.6	7.4	69.0
	7 6000 - 7000	2	.1	.6	69.6
	8 7000 - 8000	7	.5	2.1	71.7
	9 8000 - 9000	3	.2	.9	72.6
	10 9000 - 10000	10	.7	2.9	75.5
	11 10000 - 11000	18	1.2	5.3	80.8
	13 12000 - 20000	13	.9	3.8	84.7
	14 20000 - 40000	21	1.4	6.2	90.9
	15 40000 - 60000	8	.5	2.4	93.2
	16 60000 - 80000	8	.5	2.4	95.6
	17 80000 - 100000	3	.2	.9	96.5
	18 Over 100000	12	.8	3.5	100.0
	Total	339	22.3	100.0	
Missing	System	1179	77.7		
Total		1518	100.0		

Q24_Cat Categorical Q24_Imp

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Under 3000	19	1.3	54.3	54.3
	2 3000 - 9000	7	.5	20.0	74.3
	3 9000 - 30000	5	.3	14.3	88.6
	4 Over 30000	4	.3	11.4	100.0
	Total	35	2.3	100.0	
Missing	System	1483	97.7		
Total		1518	100.0		

Q31_Cat Categorical Q31_Imp

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Under 1000	126	8.3	39.4	39.4
	2 1000 - 2000	21	1.4	6.6	45.9
	3 2000 - 3000	10	.7	3.1	49.1
	4 3000 - 4000	25	1.6	7.8	56.9
	5 4000 - 5000	6	.4	1.9	58.8
	6 5000 - 6000	15	1.0	4.7	63.4
	7 6000 - 7000	3	.2	.9	64.4
	8 7000 - 8000	6	.4	1.9	66.3
	9 8000 - 9000	4	.3	1.3	67.5
	10 9000 - 10000	3	.2	.9	68.4
	11 10000 - 11000	20	1.3	6.3	74.7
	13 12000 - 20000	19	1.3	5.9	80.6
	14 20000 - 40000	21	1.4	6.6	87.2
	15 40000 - 60000	19	1.3	5.9	93.1
	16 60000 - 80000	5	.3	1.6	94.7
	17 80000 - 100000	3	.2	.9	95.6
	18 Over 100000	14	.9	4.4	100.0
	Total		320	21.1	100.0
Missing	System	1198	78.9		
Total		1518	100.0		

Q52_Cat Categorical Q52_Imp

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Under 1000	128	8.4	41.2	41.2
	2 1000 - 2000	53	3.5	17.0	58.2
	3 2000 - 3000	12	.8	3.9	62.1
	4 3000 - 4000	16	1.1	5.1	67.2
	5 4000 - 5000	9	.6	2.9	70.1
	6 5000 - 6000	17	1.1	5.5	75.6
	7 6000 - 7000	6	.4	1.9	77.5
	8 7000 - 8000	6	.4	1.9	79.4
	9 8000 - 9000	3	.2	1.0	80.4
	10 9000 - 10000	2	.1	.6	81.0
	11 10000 - 11000	9	.6	2.9	83.9
	12 11000 - 12000	1	.1	.3	84.2
	13 12000 - 20000	10	.7	3.2	87.5
	14 20000 - 40000	18	1.2	5.8	93.2
	15 40000 - 60000	4	.3	1.3	94.5
	16 60000 - 80000	8	.5	2.6	97.1
	17 80000 - 100000	2	.1	.6	97.7
	18 Over 100000	7	.5	2.3	100.0
	Total	311	20.5	100.0	
Missing	System	1207	79.5		
Total		1518	100.0		

Q59_Cat Categorical Q59_Imp

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Under 3000	25	1.6	64.1	64.1
	2 3000 - 9000	4	.3	10.3	74.4
	3 9000 - 30000	5	.3	12.8	87.2
	4 Over 30000	5	.3	12.8	100.0
	Total	39	2.6	100.0	
Missing	System	1479	97.4		
Total		1518	100.0		

Q64_Cat Categorical Q64_Imp

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Under 1000	172	11.3	56.0	56.0
	2 1000 - 2000	25	1.6	8.1	64.2
	3 2000 - 3000	7	.5	2.3	66.4
	4 3000 - 4000	14	.9	4.6	71.0
	5 4000 - 5000	5	.3	1.6	72.6
	6 5000 - 6000	14	.9	4.6	77.2
	7 6000 - 7000	2	.1	.7	77.9
	8 7000 - 8000	5	.3	1.6	79.5
	9 8000 - 9000	2	.1	.7	80.1
	11 10000 - 11000	13	.9	4.2	84.4
	13 12000 - 20000	11	.7	3.6	87.9
	14 20000 - 40000	14	.9	4.6	92.5
	15 40000 - 60000	5	.3	1.6	94.1
	16 60000 - 80000	7	.5	2.3	96.4
	17 80000 - 100000	2	.1	.7	97.1
	18 Over 100000	9	.6	2.9	100.0
	Total	307	20.2	100.0	
Missing	System	1211	79.8		
Total		1518	100.0		

Q71_Cat Categorical Q71_Imp

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Under 500000	86	5.7	27.4	27.4
	2 500000 - 1000000	36	2.4	11.5	38.9
	3 1000000 - 1500000	29	1.9	9.2	48.1
	4 1500000 - 2000000	17	1.1	5.4	53.5
	5 2000000 - 2500000	33	2.2	10.5	64.0
	6 2500000 - 3000000	9	.6	2.9	66.9
	7 3000000 - 10000000	46	3.0	14.6	81.5
	8 10000000 - 20000000	27	1.8	8.6	90.1
	9 20000000 - 30000000	11	.7	3.5	93.6
	10 30000000 - 40000000	4	.3	1.3	94.9
	11 Over 40000000	16	1.1	5.1	100.0
	Total	314	20.7	100.0	
Missing	System	1204	79.3		
Total		1518	100.0		

Crosstabs of Categorical Variables with Imputations

Q17_Cat Categorical Q17_Imp * sales Categorical Sales Estimate Crosstabulation

Count

		sales Categorical Sales Estimate					Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	5 50000000 and Over	
Q17_Cat	1 Under 1000	28	25	27	13	1	94
Categorical	2 1000 - 2000	14	16	7	12	1	50
Q17_Imp	3 2000 - 3000	4	11	6	5	0	26
	4 3000 - 4000	7	6	13	4	1	31
	5 4000 - 5000	2	4	0	2	0	8
	6 5000 - 6000	6	6	8	2	3	25
	7 6000 - 7000	0	0	2	0	0	2
	8 7000 - 8000	4	0	1	2	0	7
	9 8000 - 9000	1	1	1	0	0	3
	10 9000 - 10000	1	2	4	3	0	10
	11 10000 - 11000	2	3	8	5	0	18
	13 12000 - 20000	5	0	5	2	1	13
	14 20000 - 40000	6	4	7	3	1	21
	15 40000 - 60000	0	3	2	3	0	8
	16 60000 - 80000	1	2	3	2	0	8
	17 80000 - 100000	0	0	1	2	0	3
	18 Over 100000	4	1	3	2	2	12
Total		85	84	98	62	10	339

Q17_Cat Categorical Q17_Imp * emp_count Categorical Employee Count) Crosstabulation

Count

		emp_count Categorical Employee Count)					Total	
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49		6 50 and Over
Q17_Cat	1 Under 1000	55	17	12	5	0	5	94
Categorical	2 1000 - 2000	18	14	7	6	1	4	50
Q17_Imp	3 2000 - 3000	10	6	4	2	3	1	26
	4 3000 - 4000	11	10	5	2	1	2	31
	5 4000 - 5000	5	3	0	0	0	0	8
	6 5000 - 6000	10	4	4	3	0	4	25
	7 6000 - 7000	0	0	0	0	0	2	2
	8 7000 - 8000	4	0	1	0	1	1	7
	9 8000 - 9000	1	1	1	0	0	0	3
	10 9000 - 10000	3	0	2	1	1	3	10
	11 10000 - 11000	5	5	2	1	1	4	18
	13 12000 - 20000	7	0	2	1	1	2	13
	14 20000 - 40000	8	6	1	1	0	5	21
	15 40000 - 60000	1	1	3	1	0	2	8
	16 60000 - 80000	3	0	2	1	1	1	8
	17 80000 - 100000	0	0	2	0	1	0	3
	18 Over 100000	5	0	2	1	1	3	12
Total		146	67	50	25	12	39	339

Q17_Cat Categorical Q17_Imp * NAICS First 2 digits of NAICS Code -- SAMPLE Crosstabulation

Count

		NAICS First 2 digits of NAICS Code -- SAMPLE									Total
		11	23	31	32	33	42	44	45	48	
Q17_Cat	1 Under 1000	2	2	1	2	0	7	3	1	76	94
Categorical	2 1000 - 2000	1	1	2	1	0	5	1	0	39	50
Q17_Imp	3 2000 - 3000	0	0	1	0	2	1	0	0	22	26
	4 3000 - 4000	0	0	0	0	1	2	0	0	28	31
	5 4000 - 5000	0	0	0	0	0	3	0	0	5	8
	6 5000 - 6000	0	0	3	1	0	4	0	1	16	25
	7 6000 - 7000	1	0	0	0	0	0	0	0	1	2
	8 7000 - 8000	0	0	0	0	2	0	1	0	4	7
	9 8000 - 9000	0	0	0	0	0	0	0	0	3	3
	10 9000 - 10000	0	0	1	0	0	0	0	1	8	10
	11 10000 - 11000	0	0	0	0	0	2	0	0	16	18
	13 12000 - 20000	0	0	0	0	0	0	0	0	13	13
	14 20000 - 40000	0	0	1	0	0	0	3	0	17	21
	15 40000 - 60000	0	0	1	0	0	1	0	0	6	8
	16 60000 - 80000	0	0	2	0	0	2	0	0	4	8
	17 80000 - 100000	0	0	0	0	0	0	0	0	3	3
	18 Over 100000	0	0	1	0	0	0	0	0	11	12
Total		4	3	13	4	5	27	8	3	272	339

Q24_Cat Categorical Q24_Imp * sales Categorical Sales Estimate Crosstabulation

Count

		sales Categorical Sales Estimate				Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	
Q24_Cat	1 Under 3000	8	2	6	3	19
Categorical	2 3000 - 9000	0	3	3	1	7
Q24_Imp	3 9000 - 30000	2	0	1	2	5
	4 Over 30000	0	1	2	1	4
Total		10	6	12	7	35

Q24_Cat Categorical Q24_Imp * emp_count Categorical Employee Count) Crosstabulation

Count

		emp_count Categorical Employee Count)						Total
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49	6 50 and Over	
Q24_Cat	1 Under 3000	11	4	3	1	0	0	19
Categorical	2 3000 - 9000	4	0	1	1	0	1	7
Q24_Imp	3 9000 - 30000	1	2	1	0	1	0	5
	4 Over 30000	2	0	1	0	1	0	4
Total		18	6	6	2	2	1	35

Q24_Cat Categorical Q24_Imp * NAICS First 2 digits of NAICS Code -- SAMPLE Crosstabulation

Count

		NAICS First 2 digits of NAICS Code -- SAMPLE					Total
		23	31	42	44	48	
Q24_Cat	1 Under 3000	1	0	2	0	16	19
Categorical	2 3000 - 9000	0	0	1	1	5	7
Q24_Imp	3 9000 - 30000	0	0	0	0	5	5
	4 Over 30000	0	1	1	0	2	4
Total		1	1	4	1	28	35

Q31_Cat Categorical Q31_Imp * sales Categorical Sales Estimate Crosstabulation

Count

		sales Categorical Sales Estimate					Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	5 50000000 and Over	
Q31_Cat	1 Under 1000	33	33	37	20	3	126
Categorical	2 1000 - 2000	3	8	3	6	1	21
Q31_Imp	3 2000 - 3000	2	7	0	1	0	10
	4 3000 - 4000	6	4	10	4	1	25
	5 4000 - 5000	1	2	1	2	0	6
	6 5000 - 6000	5	3	3	3	1	15
	7 6000 - 7000	2	0	0	1	0	3
	8 7000 - 8000	1	2	2	1	0	6
	9 8000 - 9000	2	2	0	0	0	4
	10 9000 - 10000	1	1	1	0	0	3
	11 10000 - 11000	2	5	7	6	0	20
	13 12000 - 20000	7	6	3	2	1	19
	14 20000 - 40000	5	6	7	3	0	21
	15 40000 - 60000	0	2	9	7	1	19
	16 60000 - 80000	2	0	2	1	0	5
	17 80000 - 100000	1	0	2	0	0	3
	18 Over 100000	3	3	5	3	0	14
Total		76	84	92	60	8	320

Q31_Cat Categorical Q31_Imp * emp_count Categorical Employee Count) Crosstabulation

Count

		emp_count Categorical Employee Count)					Total	
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49		6 50 and Over
Q31_Cat	1 Under 1000	56	26	22	5	2	15	126
Categorical	2 1000 - 2000	8	7	0	2	1	3	21
Q31_Imp	3 2000 - 3000	3	1	4	2	0	0	10
	4 3000 - 4000	10	5	3	4	0	3	25
	5 4000 - 5000	4	1	1	0	0	0	6
	6 5000 - 6000	6	4	1	1	0	3	15
	7 6000 - 7000	3	0	0	0	0	0	3
	8 7000 - 8000	2	3	1	0	0	0	6
	9 8000 - 9000	4	0	0	0	0	0	4
	10 9000 - 10000	1	1	1	0	0	0	3
	11 10000 - 11000	6	4	1	3	3	3	20
	13 12000 - 20000	12	2	0	2	1	2	19
	14 20000 - 40000	12	4	3	0	0	2	21
	15 40000 - 60000	3	2	5	1	3	5	19
	16 60000 - 80000	2	0	2	0	0	1	5
	17 80000 - 100000	0	0	2	0	0	1	3
	18 Over 100000	5	2	3	2	1	1	14
Total		137	62	49	22	11	39	320

Q31_Cat Categorical Q31_Imp * NAICS First 2 digits of NAICS Code -- SAMPLE Crosstabulation

Count

		NAICS First 2 digits of NAICS Code -- SAMPLE									Total
		11	23	31	32	33	42	44	45	48	
Q31_Cat	1 Under 1000	3	2	4	3	2	9	2	2	99	126
Categorical	2 1000 - 2000	1	1	1	0	0	2	0	0	16	21
Q31_Imp	3 2000 - 3000	0	0	0	0	0	0	0	0	10	10
	4 3000 - 4000	0	0	0	0	0	1	0	0	24	25
	5 4000 - 5000	0	0	0	0	0	0	1	0	5	6
	6 5000 - 6000	0	0	0	1	0	3	0	0	11	15
	7 6000 - 7000	0	0	0	0	0	0	0	1	2	3
	8 7000 - 8000	0	0	0	0	0	0	0	0	6	6
	9 8000 - 9000	0	0	0	0	0	0	0	0	4	4
	10 9000 - 10000	0	0	0	0	0	0	0	0	3	3
	11 10000 - 11000	0	0	2	0	0	1	0	0	17	20
	13 12000 - 20000	0	0	1	0	1	1	0	0	16	19
	14 20000 - 40000	0	0	0	0	0	3	2	0	16	21
	15 40000 - 60000	0	0	3	0	0	5	2	0	9	19
	16 60000 - 80000	0	0	1	0	0	0	0	0	4	5
	17 80000 - 100000	0	0	0	0	0	0	0	0	3	3
	18 Over 100000	0	0	1	0	0	1	0	0	12	14
Total		4	3	13	4	3	26	7	3	257	320

Q52_Cat Categorical Q52_Imp * sales Categorical Sales Estimate Crosstabulation

Count

		sales Categorical Sales Estimate					Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	5 50000000 and Over	
Q52_Cat	1 Under 1000	34	31	41	22	0	128
Categorical	2 1000 - 2000	17	12	14	7	3	53
Q52_Imp	3 2000 - 3000	1	4	4	3	0	12
	4 3000 - 4000	4	3	3	6	0	16
	5 4000 - 5000	3	2	3	1	0	9
	6 5000 - 6000	3	7	4	2	1	17
	7 6000 - 7000	1	1	1	2	1	6
	8 7000 - 8000	2	2	1	1	0	6
	9 8000 - 9000	0	1	0	2	0	3
	10 9000 - 10000	1	1	0	0	0	2
	11 10000 - 11000	4	0	3	2	0	9
	12 11000 - 12000	1	0	0	0	0	1
	13 12000 - 20000	4	1	1	3	1	10
	14 20000 - 40000	7	1	7	2	1	18
	15 40000 - 60000	1	2	1	0	0	4
	16 60000 - 80000	1	2	1	4	0	8
	17 80000 - 100000	1	1	0	0	0	2
	18 Over 100000	0	2	1	4	0	7
Total		85	73	85	61	7	311

Q52_Cat Categorical Q52_Imp * emp_count Categorical Employee Count) Crosstabulation

Count

		emp_count Categorical Employee Count)					Total	
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49		6 50 and Over
Q52_Cat	1 Under 1000	66	28	17	4	2	11	128
Categorical	2 1000 - 2000	20	16	8	6	0	3	53
Q52_Imp	3 2000 - 3000	7	2	1	1	0	1	12
	4 3000 - 4000	8	0	2	1	0	5	16
	5 4000 - 5000	6	1	1	1	0	0	9
	6 5000 - 6000	4	3	2	3	1	4	17
	7 6000 - 7000	2	1	0	0	1	2	6
	8 7000 - 8000	3	1	0	1	0	1	6
	9 8000 - 9000	0	1	2	0	0	0	3
	10 9000 - 10000	1	1	0	0	0	0	2
	11 10000 - 11000	1	3	3	0	0	2	9
	12 11000 - 12000	1	0	0	0	0	0	1
	13 12000 - 20000	6	0	1	0	0	3	10
	14 20000 - 40000	7	1	4	1	1	4	18
	15 40000 - 60000	2	0	1	1	0	0	4
	16 60000 - 80000	1	0	2	1	1	3	8
	17 80000 - 100000	1	0	1	0	0	0	2
	18 Over 100000	0	1	3	1	1	1	7
Total		136	59	48	21	7	40	311

Q52_Cat Categorical Q52_Imp * NAICS First 2 digits of NAICS Code -- SAMPLE Crosstabulation

Count

		NAICS First 2 digits of NAICS Code -- SAMPLE									Total
		11	23	31	32	33	42	44	45	48	
Q52_Cat	1 Under 1000	2	2	1	5	4	16	4	1	93	128
Categorical	2 1000 - 2000	0	0	2	0	0	7	2	1	41	53
Q52_Imp	3 2000 - 3000	0	0	0	0	1	0	0	0	11	12
	4 3000 - 4000	0	0	0	0	1	2	0	0	13	16
	5 4000 - 5000	0	0	0	0	0	0	0	0	9	9
	6 5000 - 6000	0	1	0	0	0	1	1	0	14	17
	7 6000 - 7000	0	0	1	1	0	1	0	0	3	6
	8 7000 - 8000	0	0	0	0	0	1	0	0	5	6
	9 8000 - 9000	0	0	0	0	0	1	0	0	2	3
	10 9000 - 10000	0	0	0	0	0	0	0	0	2	2
	11 10000 - 11000	0	0	0	0	0	0	1	0	8	9
	12 11000 - 12000	0	0	0	0	0	0	0	0	1	1
	13 12000 - 20000	0	0	0	0	0	0	1	0	9	10
	14 20000 - 40000	0	0	1	0	0	2	0	0	15	18
	15 40000 - 60000	0	0	0	0	0	0	0	0	4	4
	16 60000 - 80000	0	0	1	0	0	0	1	0	6	8
	17 80000 - 100000	0	0	0	0	0	0	1	0	1	2
	18 Over 100000	0	0	0	0	0	1	0	0	6	7
Total		2	3	6	6	6	32	11	2	243	311

Q59_Cat Categorical Q59_Imp * sales Categorical Sales Estimate Crosstabulation

Count

		sales Categorical Sales Estimate				Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	
Q59_Cat	1 Under 3000	9	4	7	5	25
Categorical	2 3000 - 9000	1	1	0	2	4
Q59_Imp	3 9000 - 30000	1	1	2	1	5
	4 Over 30000	1	1	0	3	5
Total		12	7	9	11	39

Q59_Cat Categorical Q59_Imp * emp_count Categorical Employee Count) Crosstabulation

Count

		emp_count Categorical Employee Count)						Total
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49	6 50 and Over	
Q59_Cat	1 Under 3000	16	4	4	1	0	0	25
Categorical	2 3000 - 9000	2	0	1	0	0	1	4
Q59_Imp	3 9000 - 30000	2	2	0	0	0	1	5
	4 Over 30000	1	0	1	1	2	0	5
Total		21	6	6	2	2	2	39

Q59_Cat Categorical Q59_Imp * NAICS First 2 digits of NAICS Code -- SAMPLE Crosstabulation

Count

		NAICS First 2 digits of NAICS Code -- SAMPLE					Total
		23	31	42	44	48	
Q59_Cat	1 Under 3000	2	0	3	0	20	25
Categorical	2 3000 - 9000	0	0	0	1	3	4
Q59_Imp	3 9000 - 30000	0	0	0	1	4	5
	4 Over 30000	0	1	0	0	4	5
Total		2	1	3	2	31	39

Q64_Cat Categorical Q64_Imp * sales Categorical Sales Estimate Crosstabulation

Count

		sales Categorical Sales Estimate					Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	5 50000000 and Over	
Q64_Cat	1 Under 1000	38	45	49	37	3	172
Categorical	2 1000 - 2000	9	4	6	5	1	25
Q64_Imp	3 2000 - 3000	1	5	1	0	0	7
	4 3000 - 4000	6	1	4	2	1	14
	5 4000 - 5000	3	0	2	0	0	5
	6 5000 - 6000	4	3	5	1	1	14
	7 6000 - 7000	0	0	1	1	0	2
	8 7000 - 8000	1	2	2	0	0	5
	9 8000 - 9000	1	0	0	1	0	2
	11 10000 - 11000	4	5	2	2	0	13
	13 12000 - 20000	6	1	3	1	0	11
	14 20000 - 40000	6	2	4	2	0	14
	15 40000 - 60000	0	1	1	3	0	5
	16 60000 - 80000	2	2	1	2	0	7
	17 80000 - 100000	0	1	0	1	0	2
	18 Over 100000	1	1	1	5	1	9
Total		82	73	82	63	7	307

Q64_Cat Categorical Q64_Imp * emp_count Categorical Employee Count) Crosstabulation

Count

		emp_count Categorical Employee Count)					Total	
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49		6 50 and Over
Q64_Cat	1 Under 1000	72	34	30	9	3	24	172
Categorical	2 1000 - 2000	11	7	2	3	0	2	25
Q64_Imp	3 2000 - 3000	6	1	0	0	0	0	7
	4 3000 - 4000	9	2	1	1	0	1	14
	5 4000 - 5000	4	0	0	0	0	1	5
	6 5000 - 6000	5	2	2	3	0	2	14
	7 6000 - 7000	1	0	0	0	0	1	2
	8 7000 - 8000	1	1	2	0	0	1	5
	9 8000 - 9000	1	0	0	1	0	0	2
	11 10000 - 11000	5	2	4	1	1	0	13
	13 12000 - 20000	7	2	1	0	0	1	11
	14 20000 - 40000	7	3	1	1	2	0	14
	15 40000 - 60000	0	2	1	0	0	2	5
	16 60000 - 80000	1	1	4	0	0	1	7
	17 80000 - 100000	0	0	0	1	1	0	2
	18 Over 100000	4	1	0	0	0	4	9
Total		134	58	48	20	7	40	307

Q64_Cat Categorical Q64_Imp * NAICS First 2 digits of NAICS Code -- SAMPLE Crosstabulation

Count

		NAICS First 2 digits of NAICS Code -- SAMPLE								Total	
		11	23	31	32	33	42	44	45		48
Q64_Cat	1 Under 1000	2	2	2	5	3	20	5	1	132	172
Categorical	2 1000 - 2000	0	0	1	0	0	3	0	1	20	25
Q64_Imp	3 2000 - 3000	0	0	0	0	0	1	0	0	6	7
	4 3000 - 4000	0	0	0	0	0	3	0	0	11	14
	5 4000 - 5000	0	0	0	0	0	0	0	1	4	5
	6 5000 - 6000	0	1	0	0	0	0	1	0	12	14
	7 6000 - 7000	0	0	1	0	0	1	0	0	0	2
	8 7000 - 8000	0	0	0	0	0	0	0	0	5	5
	9 8000 - 9000	0	0	0	0	0	1	0	0	1	2
	11 10000 - 11000	0	0	1	0	0	0	1	0	11	13
	13 12000 - 20000	0	0	0	0	0	0	1	0	10	11
	14 20000 - 40000	0	0	0	0	1	0	1	0	12	14
	15 40000 - 60000	0	0	0	0	0	1	2	0	2	5
	16 60000 - 80000	0	0	1	0	0	1	0	0	5	7
	17 80000 - 100000	0	0	1	0	0	0	0	0	1	2
	18 Over 100000	0	0	0	1	0	0	2	0	6	9
Total		2	3	7	6	4	31	13	3	238	307

Q71_Cat Categorical Q71_Imp * sales Categorical Sales Estimate Crosstabulation

Count

		sales Categorical Sales Estimate					Total
		1 Less than 1400000	2 1400000 to < 2800000	3 2800000 to < 6600000	4 6600000 to < 50000000	5 50000000 and Over	
Q71_Cat	1 Under 500000	40	18	19	8	1	86
Categorical	2 500000 - 1000000	9	16	7	4	0	36
Q71_Imp	3 1000000 - 1500000	10	7	8	4	0	29
	4 1500000 - 2000000	4	7	5	1	0	17
	5 2000000 - 2500000	2	9	8	13	1	33
	6 2500000 - 3000000	2	4	2	1	0	9
	7 3000000 - 10000000	7	7	24	8	0	46
	8 10000000 - 20000000	4	5	9	8	1	27
	9 20000000 - 30000000	1	3	3	3	1	11
	10 30000000 - 40000000	0	1	0	2	1	4
	11 Over 40000000	2	3	4	6	1	16
Total		81	80	89	58	6	314

Q71_Cat Categorical Q71_Imp * emp_count Categorical Employee Count) Crosstabulation

Count

		emp_count Categorical Employee Count)					Total	
		1 Less than 10	2 10 - 19	3 20 - 29	4 30 - 39	5 40 - 49		6 50 and Over
Q71_Cat	1 Under 500000	62	13	3	4	1	3	86
Categorical	2 500000 - 1000000	24	5	2	4	1	0	36
Q71_Imp	3 1000000 - 1500000	17	5	3	3	0	1	29
	4 1500000 - 2000000	7	6	3	0	0	1	17
	5 2000000 - 2500000	8	5	9	3	2	6	33
	6 2500000 - 3000000	1	3	4	1	0	0	9
	7 3000000 - 10000000	9	6	17	3	3	8	46
	8 10000000 - 20000000	5	8	6	2	3	3	27
	9 20000000 - 30000000	3	1	2	2	0	3	11
	10 30000000 - 40000000	1	1	0	0	0	2	4
	11 Over 40000000	8	0	1	0	0	7	16
Total		145	53	50	22	10	34	314

Q71_Cat Categorical Q71_Imp * NAICS First 2 digits of NAICS Code -- SAMPLE Crosstabulation

Count		NAICS First 2 digits of NAICS Code -- SAMPLE									Total
		11	23	31	32	33	42	44	45	48	
Q71_Cat	1 Under 500000	0	1	1	0	2	2	0	0	80	86
Categorical	2 500000 - 1000000	0	1	0	1	0	0	0	0	34	36
Q71_Imp	3 1000000 - 1500000	1	0	1	0	0	1	1	0	25	29
	4 1500000 - 2000000	0	0	0	0	0	1	0	0	16	17
	5 2000000 - 2500000	0	0	1	1	0	7	2	0	22	33
	6 2500000 - 3000000	0	0	0	0	0	0	1	0	8	9
	7 3000000 - 10000000	0	1	1	0	0	5	3	0	36	46
	8 10000000 - 20000000	0	0	0	1	1	5	2	0	18	27
	9 20000000 - 30000000	0	1	0	1	1	1	1	0	6	11
	10 30000000 - 40000000	0	0	0	0	0	1	1	0	2	4
	11 Over 40000000	1	0	2	1	1	3	3	1	4	16
Total		2	4	6	5	5	26	14	1	251	314

Q21 Series Tables (I-5)

Q21 Series (I-5 Closure)			Mean	Median	Std Deviation
First 2 digits of NAICS Code -- SAMPLE	11	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	105.00	105.00	148.49
		I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	35.00	35.00	.
		I-5 Closure Amount spent for: Additional fuel costs	103.13	103.13	145.84
		I-5 Closure Percentage of additional costs for: Additional fuel costs	34.40	34.40	.
		I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
		I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.
		I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
		I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.
		I-5 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
		I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.
		I-5 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
		I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.
		I-5 Closure Amount spent for: Any other reasons or items of losses	90.00	90.00	127.28

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	30.00	30.00	.
23	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	.00	.00	.00
	I-5 Closure Amount spent for: Additional fuel costs	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Additional fuel costs	.00	.00	.00
	I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Amount spent for: Damages including perishables or other goods	366.67	.00	635.09
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Amount spent for: Any other reasons or items of losses	.00	.00	.00

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.00
31	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	6775.00	5000.00	5594.47
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	36.20	25.00	40.65
	I-5 Closure Amount spent for: Additional fuel costs	6800.00	6100.00	7833.26
	I-5 Closure Percentage of additional costs for: Additional fuel costs	11.00	8.00	12.77
	I-5 Closure Amount spent for: Acquiring additional equipment	909.09	.00	3015.11
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	5727.27	.00	18995.21
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	4.40	.00	13.91
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	363.64	.00	809.04
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	10.00	.00	31.62
	I-5 Closure Amount spent for: Damages including perishables or other goods	4454.55	.00	14774.06
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	3.40	.00	10.75
	I-5 Closure Amount spent for: Any other reasons or items of losses	2730.00	.00	7845.46

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	12.50	.00	28.41
32	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	5833.33	2500.00	8036.38
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	50.63	51.25	41.85
	I-5 Closure Amount spent for: Additional fuel costs	1000.00	1500.00	866.03
	I-5 Closure Percentage of additional costs for: Additional fuel costs	18.13	17.50	15.46
	I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	7500.00	7500.00	10606.60
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Amount spent for: Any other reasons or items of losses	.00	.00	.00

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.00
33	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	1125.00	1125.00	1237.44
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	20.00	20.00	.
	I-5 Closure Amount spent for: Additional fuel costs	3000.00	3000.00	.
	I-5 Closure Percentage of additional costs for: Additional fuel costs	40.00	40.00	.
	I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Amount spent for: Any other reasons or items of losses	23500.00	2000.00	44345.24

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	43.33	30.00	51.32
42	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2260.29	100.00	6031.91
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	22.93	5.50	32.05
	I-5 Closure Amount spent for: Additional fuel costs	467.06	.00	775.83
	I-5 Closure Percentage of additional costs for: Additional fuel costs	17.50	2.50	29.20
	I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	526.88	.00	1351.62
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	16.31	.00	37.21
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Amount spent for: Any other reasons or items of losses	71.05	.00	309.71

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.00
44	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	3333.33	4000.00	1154.70
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	26.75	18.50	23.14
	I-5 Closure Amount spent for: Additional fuel costs	4000.00	3000.00	4582.58
	I-5 Closure Percentage of additional costs for: Additional fuel costs	20.00	25.00	18.03
	I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	1000.00	.00	2449.49
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	3.00	.00	7.35
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	285.71	.00	755.93
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.86	.00	2.27
	I-5 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Amount spent for: Any other reasons or items of losses	3000.00	500.00	5513.62

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	14.00	2.50	19.85
45	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	75.00	75.00	106.07
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	1.00	1.00	1.41
	I-5 Closure Amount spent for: Additional fuel costs	.00	.00	.
	I-5 Closure Percentage of additional costs for: Additional fuel costs	.00	.00	.
	I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	833.33	.00	1443.38
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Amount spent for: Any other reasons or items of losses	.00	.00	.00

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.00
48	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	3237.14	400.00	8745.05
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	25.79	17.50	30.51
	I-5 Closure Amount spent for: Additional fuel costs	2798.01	1000.00	5901.26
	I-5 Closure Percentage of additional costs for: Additional fuel costs	30.16	24.50	31.70
	I-5 Closure Amount spent for: Acquiring additional equipment	206.79	.00	1085.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	1.51	.00	8.48
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	1664.35	.00	16333.34
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	4.87	.00	15.82
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	965.95	.00	10893.09
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	3.13	.00	13.14
	I-5 Closure Amount spent for: Damages including perishables or other goods	424.63	.00	3952.23
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.51	.00	4.43
	I-5 Closure Amount spent for: Any other reasons or items of losses	2004.17	.00	14765.46

Q21 Series (I-5 Closure)	Mean	Median	Std Deviation
I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	5.93	.00	15.72

Q21 Series (I-5 Closure)	Mean	Median	Std Deviation
Categorical Employee Count) 1 Less than 10 I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2563.19	150.00	7296.65
I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	21.92	2.00	31.95
I-5 Closure Amount spent for: Additional fuel costs	2105.51	400.00	6324.50
I-5 Closure Percentage of additional costs for: Additional fuel costs	26.38	15.00	32.19
I-5 Closure Amount spent for: Acquiring additional equipment	110.39	.00	744.24
I-5 Closure Percentage of additional costs for: Acquiring additional equipment	1.23	.00	8.19
I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	655.29	.00	3117.03
I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	5.81	.00	19.14
I-5 Closure Amount spent for: Additional inventory and/or storage costs	163.10	.00	743.80
I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	3.24	.00	15.57
I-5 Closure Amount spent for: Damages including perishables or other goods	444.56	.00	4682.80
I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.29	.00	2.90

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Amount spent for: Any other reasons or items of losses	703.84	.00	2705.75
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	5.00	.00	14.31
2 10 - 19	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2847.12	1000.00	4800.71
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	27.68	25.00	29.73
	I-5 Closure Amount spent for: Additional fuel costs	1973.95	1250.00	2260.32
	I-5 Closure Percentage of additional costs for: Additional fuel costs	26.80	21.00	29.67
	I-5 Closure Amount spent for: Acquiring additional equipment	100.00	.00	455.73
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.16	.00	.83
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	529.49	.00	1311.87
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	2.44	.00	7.31
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	182.56	.00	576.10
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	1.62	.00	4.72
	I-5 Closure Amount spent for: Damages including perishables or other goods	142.86	.00	925.82
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	1.32	.00	8.11

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Amount spent for: Any other reasons or items of losses	823.68	.00	2288.06
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	5.74	.00	19.21
3 20 - 29	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	5194.13	675.00	15020.84
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	31.59	25.00	29.93
	I-5 Closure Amount spent for: Additional fuel costs	3257.21	1000.00	5712.27
	I-5 Closure Percentage of additional costs for: Additional fuel costs	33.26	25.00	32.42
	I-5 Closure Amount spent for: Acquiring additional equipment	311.43	.00	1692.68
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	2.65	.00	12.38
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	425.91	.00	1798.80
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	7.52	.00	19.65
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	4485.71	.00	25331.18
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	6.86	.00	19.82
	I-5 Closure Amount spent for: Damages including perishables or other goods	600.00	.00	3549.65
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Amount spent for: Any other reasons or items of losses	7279.36	.00	33448.59
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	10.81	.00	22.53
4 30 - 39	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2863.20	1000.00	6444.55
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	23.07	25.00	15.58
	I-5 Closure Amount spent for: Additional fuel costs	2776.91	1000.00	5198.77
	I-5 Closure Percentage of additional costs for: Additional fuel costs	26.68	19.80	27.16
	I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	11447.37	.00	49295.85
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	1.39	.00	5.89
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	65.79	.00	286.77
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.66	.00	2.87
	I-5 Closure Amount spent for: Damages including perishables or other goods	57.89	.00	252.36
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Amount spent for: Any other reasons or items of losses	348.91	.00	940.55
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	7.71	.00	14.69
5 40 - 49	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2162.50	150.00	3618.48
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	3.00	1.00	5.10
	I-5 Closure Amount spent for: Additional fuel costs	5285.71	2000.00	6210.59
	I-5 Closure Percentage of additional costs for: Additional fuel costs	25.60	3.00	42.75
	I-5 Closure Amount spent for: Acquiring additional equipment	2285.71	.00	4070.80
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	1.20	.00	2.68
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	642.86	.00	1107.33
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	20.60	.00	44.40
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	285.71	.00	755.93
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Amount spent for: Any other reasons or items of losses	1642.86	.00	3727.31
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	2.40	.00	5.37
6 50 and Over	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	4575.24	2500.00	6933.53
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	40.55	40.00	33.06
	I-5 Closure Amount spent for: Additional fuel costs	4412.30	1428.50	6278.04
	I-5 Closure Percentage of additional costs for: Additional fuel costs	32.98	30.00	25.39
	I-5 Closure Amount spent for: Acquiring additional equipment	181.82	.00	664.50
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	1.50	.00	3.66
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	3500.00	.00	14849.24
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	3.38	.00	11.12
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	142.86	.00	654.65
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.53	.00	2.29
	I-5 Closure Amount spent for: Damages including perishables or other goods	2260.87	.00	10207.92
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	2.10	.00	7.63

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Amount spent for: Any other reasons or items of losses	5452.08	.00	18793.81
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	8.09	.00	21.61

Q21 Series (I-5 Closure)			Mean	Median	Std Deviation
Categorical Sales Estimate	1 Less than 1400000	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2409.43	160.00	6502.10
		I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	17.36	4.00	23.16
		I-5 Closure Amount spent for: Additional fuel costs	2807.35	400.00	7998.70
		I-5 Closure Percentage of additional costs for: Additional fuel costs	28.89	22.00	32.46
		I-5 Closure Amount spent for: Acquiring additional equipment	221.68	.00	1024.62
		I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.91	.00	4.27
		I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	804.17	.00	3635.42
		I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	3.82	.00	9.99
		I-5 Closure Amount spent for: Additional inventory and/or storage costs	171.54	.00	656.81
		I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	3.20	.00	14.94
		I-5 Closure Amount spent for: Damages including perishables or other goods	804.44	.00	6298.61

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.51	.00	3.84
	I-5 Closure Amount spent for: Any other reasons or items of losses	586.99	.00	2117.46
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	8.04	.00	20.26
2 1400000 to < 2800000	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	1471.82	400.00	2981.45
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	24.85	20.00	29.39
	I-5 Closure Amount spent for: Additional fuel costs	1738.65	700.00	3230.31
	I-5 Closure Percentage of additional costs for: Additional fuel costs	31.08	25.00	31.45
	I-5 Closure Amount spent for: Acquiring additional equipment	230.16	.00	1319.29
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.53	.00	2.92
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	3744.76	.00	27303.14
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	2.18	.00	7.31
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	119.40	.00	616.01
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	1.31	.00	6.95
	I-5 Closure Amount spent for: Damages including perishables or other goods	44.12	.00	363.80

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.16	.00	1.27
	I-5 Closure Amount spent for: Any other reasons or items of losses	575.08	.00	1602.64
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	4.04	.00	11.18
3 2800000 to < 6600000	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	4266.02	500.00	9026.70
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	30.49	25.00	34.45
	I-5 Closure Amount spent for: Additional fuel costs	2738.21	1000.00	4212.12
	I-5 Closure Percentage of additional costs for: Additional fuel costs	27.79	17.00	32.04
	I-5 Closure Amount spent for: Acquiring additional equipment	160.00	.00	830.13
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	1.69	.00	10.29
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	722.86	.00	2237.21
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	9.95	.00	27.08
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	2834.14	.00	19682.79
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	5.45	.00	19.29
	I-5 Closure Amount spent for: Damages including perishables or other goods	476.27	.00	2830.95

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.89	.00	6.68
	I-5 Closure Amount spent for: Any other reasons or items of losses	1281.45	.00	3744.33
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	6.99	.00	16.94
4 6600000 to < 50000000	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	5896.97	1400.00	14615.33
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	31.39	20.00	35.65
	I-5 Closure Amount spent for: Additional fuel costs	2974.26	300.00	5733.87
	I-5 Closure Percentage of additional costs for: Additional fuel costs	20.43	10.00	25.43
	I-5 Closure Amount spent for: Acquiring additional equipment	227.27	.00	1507.56
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	2.00	.00	11.14
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	103.95	.00	424.01
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	4.47	.00	17.58
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	136.36	.00	509.94
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	2.00	.00	8.53
	I-5 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00

Q21 Series (I-5 Closure)		Mean	Median	Std Deviation
	I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-5 Closure Amount spent for: Any other reasons or items of losses	7762.50	.00	31583.32
	I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	6.87	.00	20.22
5 50000000 and Over	I-5 Closure Amount spent for: Overtime hours and other truck drivers' expenses	3240.00	2500.00	3142.38
	I-5 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	49.42	54.00	25.12
	I-5 Closure Amount spent for: Additional fuel costs	6203.29	2000.00	7501.04
	I-5 Closure Percentage of additional costs for: Additional fuel costs	39.21	37.50	25.59
	I-5 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-5 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	15750.00	.00	31500.00
	I-5 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	14.67	.00	25.40
	I-5 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-5 Closure Amount spent for: Damages including perishables or other goods	12250.00	.00	24500.00

Q21 Series (I-5 Closure)	Mean	Median	Std Deviation
I-5 Closure Percentage of additional costs for: Damages including perishables or other goods	11.33	.00	19.63
I-5 Closure Amount spent for: Any other reasons or items of losses	770.00	.00	1342.39
I-5 Closure Percentage of additional costs for: Any other reasons or items of losses	5.60	.00	7.70

Q55 Series Tables (I-90)

Q55 Series (I-90 Closure)			Mean	Median	Std Deviation
First 2 digits of NAICS Code -- SAMPLE	11	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	12.50	12.50	17.68
		I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	25.00	25.00	35.36
		I-90 Closure Amount spent for: Additional fuel costs	12.50	12.50	17.68
		I-90 Closure Percentage of additional costs for: Additional fuel costs	25.00	25.00	35.36
		I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
		I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
		I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
		I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
		I-90 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
		I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
		I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
		I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Amount spent for: Any other reasons or items of losses	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.00
23	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	.00	.00	.
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	.00	.00	.
	I-90 Closure Amount spent for: Additional fuel costs	.00	.00	.
	I-90 Closure Percentage of additional costs for: Additional fuel costs	.00	.00	.
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.
	I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.
	I-90 Closure Amount spent for: Any other reasons or items of losses	.00	.00	.
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.
31	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	1933.33	1000.00	2271.27
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	51.73	53.45	50.61
	I-90 Closure Amount spent for: Additional fuel costs	2616.67	1100.00	3878.36
	I-90 Closure Percentage of additional costs for: Additional fuel costs	25.31	.63	49.80
	I-90 Closure Amount spent for: Acquiring additional equipment	2142.86	.00	5669.47
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	2500.00	.00	7071.07
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Amount spent for: Any other reasons or items of losses	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.00
32	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	1250.00	250.00	2179.45
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	16.00	.00	28.15
	I-90 Closure Amount spent for: Additional fuel costs	445.00	140.00	715.61
	I-90 Closure Percentage of additional costs for: Additional fuel costs	8.70	.00	15.16
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: additional inventory and/or storage costs	.00	.00	.00
	I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Amount spent for: Any other reasons or items of losses	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.00
33	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	162.50	162.50	229.81
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	25.00	25.00	35.36
	I-90 Closure Amount spent for: Additional fuel costs	102.00	102.00	144.25
	I-90 Closure Percentage of additional costs for: Additional fuel costs	15.00	15.00	21.21
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Amount spent for: Any other reasons or items of losses	30.00	.00	60.00
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	4.25	.00	8.50
42	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	1365.22	.00	3056.85
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	30.71	5.00	40.12
	I-90 Closure Amount spent for: Additional fuel costs	255.43	.00	572.57
	I-90 Closure Percentage of additional costs for: Additional fuel costs	12.35	.00	20.68
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	1.05	.00	4.59
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	477.27	.00	1248.59

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	8.24	.00	24.49
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	270.83	.00	943.85
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	3.25	.00	9.77
	I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Amount spent for: Any other reasons or items of losses	320.00	.00	1405.94
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	5.71	.00	21.81
44	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	7500.00	10000.00	5000.00
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	40.33	50.00	25.89
	I-90 Closure Amount spent for: Additional fuel costs	18666.67	8000.00	30250.07
	I-90 Closure Percentage of additional costs for: Additional fuel costs	19.80	19.00	13.70
	I-90 Closure Amount spent for: Acquiring additional equipment	1400.00	.00	3098.39
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	1.11	.00	3.33

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	3333.33	.00	8164.97
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	4.40	.00	9.84
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	1272.73	.00	4221.16
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	1.67	.00	5.00
	I-90 Closure Amount spent for: Damages including perishables or other goods	2272.73	.00	7537.78
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.20	.00	.63
	I-90 Closure Amount spent for: Any other reasons or items of losses	1818.36	.00	6030.17
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	2.50	.00	7.23
45	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	433.33	.00	750.56
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	1.67	.00	2.89
	I-90 Closure Amount spent for: Additional fuel costs	366.67	100.00	550.76
	I-90 Closure Percentage of additional costs for: Additional fuel costs	35.00	5.00	56.35
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.00	.00	.00
	I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Amount spent for: Any other reasons or items of losses	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	.00	.00	.00
48	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2253.21	500.00	5160.72
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	24.77	15.00	29.59
	I-90 Closure Amount spent for: Additional fuel costs	2570.61	500.00	7454.41
	I-90 Closure Percentage of additional costs for: Additional fuel costs	27.28	20.00	30.04

Q55 Series (I-90 Closure)	Mean	Median	Std Deviation
I-90 Closure Amount spent for: Acquiring additional equipment	87.74	.00	669.60
I-90 Closure Percentage of additional costs for: Acquiring additional equipment	1.07	.00	5.39
I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	276.36	.00	1757.89
I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	4.28	.00	16.63
I-90 Closure Amount spent for: Additional inventory and/or storage costs	729.42	.00	7019.58
I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	1.54	.00	8.83
I-90 Closure Amount spent for: Damages including perishables or other goods	96.50	.00	1007.79
I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.22	.00	1.46
I-90 Closure Amount spent for: Any other reasons or items of losses	901.56	.00	5958.36
I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	5.08	.00	15.87

Q55 Series (I-90 Closure)			Mean	Median	Std Deviation
Categorical Employee Count)	1 Less than 10	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	1282.34	177.00	2963.00
		I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	20.74	2.00	31.01
		I-90 Closure Amount spent for: Additional fuel costs	1702.57	250.00	5555.85
		I-90 Closure Percentage of additional costs for: Additional fuel costs	21.65	5.00	29.66
		I-90 Closure Amount spent for: Acquiring additional equipment	201.94	.00	1189.99
		I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.96	.00	4.31
		I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	355.64	.00	2128.72
		I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	2.59	.00	11.53
		I-90 Closure Amount spent for: Additional inventory and/or storage costs	241.51	.00	1449.72
		I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	1.14	.00	5.03
		I-90 Closure Amount spent for: Damages including perishables or other goods	128.44	.00	1247.97
		I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.12	.00	1.18
		I-90 Closure Amount spent for: Any other reasons or items of losses	630.14	.00	2797.75

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	3.91	.00	13.86
2 10 - 19	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	1244.68	358.20	2970.36
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	28.00	8.00	32.88
	I-90 Closure Amount spent for: Additional fuel costs	613.36	300.00	996.39
	I-90 Closure Percentage of additional costs for: Additional fuel costs	26.09	14.00	31.87
	I-90 Closure Amount spent for: Acquiring additional equipment	65.84	.00	405.54
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.21	.00	.93
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	228.63	.00	972.72
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	3.07	.00	10.21
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	75.66	.00	396.08
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.59	.00	2.22
	I-90 Closure Amount spent for: Damages including perishables or other goods	.05	.00	.32
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.06	.00	.35

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Amount spent for: Any other reasons or items of losses	471.97	.00	1607.02
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	4.34	.00	18.36
3 20 - 29	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	3435.86	500.00	7620.71
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	26.84	20.00	29.81
	I-90 Closure Amount spent for: Additional fuel costs	2069.82	450.00	3568.25
	I-90 Closure Percentage of additional costs for: Additional fuel costs	30.34	30.00	30.73
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	1.52	.00	8.70
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	738.45	.00	3707.81
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	10.76	.00	28.78
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	3590.97	.00	16274.07
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	4.86	.00	18.84
	I-90 Closure Amount spent for: Damages including perishables or other goods	78.13	.00	361.66

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.34	.00	1.77
	I-90 Closure Amount spent for: Any other reasons or items of losses	2447.74	.00	13465.74
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	4.83	.00	17.14
4 30 - 39	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	3737.50	900.00	7993.75
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	31.64	25.00	25.69
	I-90 Closure Amount spent for: Additional fuel costs	7126.79	1250.00	18502.32
	I-90 Closure Percentage of additional costs for: Additional fuel costs	30.57	22.50	25.39
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	1.33	.00	5.16
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	83.33	.00	322.75
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	1.50	.00	3.99
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	83.33	.00	322.75
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	2.17	.00	5.89

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Amount spent for: Any other reasons or items of losses	220.00	.00	647.19
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	12.81	.00	26.53
5 40 - 49	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	5650.00	850.00	8414.21
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	9.50	9.00	9.98
	I-90 Closure Amount spent for: Additional fuel costs	3466.67	2750.00	3955.59
	I-90 Closure Percentage of additional costs for: Additional fuel costs	3.50	3.00	3.70
	I-90 Closure Amount spent for: Acquiring additional equipment	2500.00	.00	6123.72
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	833.33	.00	2041.24
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	20.00	.00	44.72
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	3333.33	.00	8164.97

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: additional inventory and/or storage costs	.00	.00	.00
	I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
	I-90 Closure Amount spent for: Any other reasons or items of losses	666.67	.00	1211.06
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	3.80	.00	6.94
6 50 and Over	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	3846.74	2000.00	5185.01
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	38.50	40.00	31.97
	I-90 Closure Amount spent for: Additional fuel costs	6811.74	1000.00	15467.61
	I-90 Closure Percentage of additional costs for: Additional fuel costs	29.40	30.00	28.15
	I-90 Closure Amount spent for: Acquiring additional equipment	208.33	.00	1020.62
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	1.25	.00	4.48
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	125.00	.00	559.02
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	.79	.00	2.51

Q55 Series (I-90 Closure)	Mean	Median	Std Deviation
I-90 Closure Amount spent for: Additional inventory and/or storage costs	96.15	.00	490.29
I-90 Closure Percentage of additional costs for: additional inventory and/or storage costs	.21	.00	1.02
I-90 Closure Amount spent for: Damages including perishables or other goods	925.93	.00	4811.25
I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.48	.00	2.02
I-90 Closure Amount spent for: Any other reasons or items of losses	444.35	.00	1533.41
I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	2.89	.00	6.73

Q55 Series (I-90 Closure)			Mean	Median	Std Deviation
Categorical Sales Estimate	1 Less than 1400000	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2213.99	500.00	4635.79
		I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	21.92	5.00	30.87
		I-90 Closure Amount spent for: Additional fuel costs	1737.55	500.00	3428.37
		I-90 Closure Percentage of additional costs for: Additional fuel costs	23.61	5.00	32.37
		I-90 Closure Amount spent for: Acquiring additional equipment	377.97	.00	1583.65
		I-90 Closure Percentage of additional costs for: Acquiring additional equipment	1.40	.00	5.03
		I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	784.48	.00	3721.81
		I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	1.22	.00	4.66
		I-90 Closure Amount spent for: Additional inventory and/or storage costs	588.71	.00	2615.41
		I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.79	.00	3.08
		I-90 Closure Amount spent for: Damages including perishables or other goods	23.81	.00	139.95
		I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
		I-90 Closure Amount spent for: Any other reasons or items of losses	758.39	.00	3085.52

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	7.00	.00	20.63
2 1400000 to < 2800000	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	1488.84	225.00	4346.22
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	21.61	6.50	28.79
	I-90 Closure Amount spent for: Additional fuel costs	3312.33	400.00	11323.24
	I-90 Closure Percentage of additional costs for: Additional fuel costs	26.19	10.00	31.14
	I-90 Closure Amount spent for: Acquiring additional equipment	16.98	.00	130.18
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.69	.00	3.59
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	218.83	.00	1039.17
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	6.64	.00	22.12
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	1667.25	.00	11523.75
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	3.73	.00	14.73
	I-90 Closure Amount spent for: Damages including perishables or other goods	213.15	.00	1664.48
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.39	.00	1.99

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Amount spent for: Any other reasons or items of losses	205.03	.00	1055.64
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	1.78	.00	6.65
3 2800000 to < 6600000	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2284.18	250.00	4984.05
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	27.33	17.50	31.98
	I-90 Closure Amount spent for: Additional fuel costs	1551.01	295.00	3918.47
	I-90 Closure Percentage of additional costs for: Additional fuel costs	26.98	20.00	28.85
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	146.74	.00	523.28
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	3.72	.00	16.72
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	62.65	.00	278.48
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.66	.00	2.65
	I-90 Closure Amount spent for: Damages including perishables or other goods	40.00	.00	282.84

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.24	.00	1.48
	I-90 Closure Amount spent for: Any other reasons or items of losses	419.81	.00	2131.97
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	4.14	.00	13.60
4 6600000 to < 50000000	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	2606.35	600.00	5756.04
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	29.75	22.50	31.98
	I-90 Closure Amount spent for: Additional fuel costs	3767.85	300.00	12527.74
	I-90 Closure Percentage of additional costs for: Additional fuel costs	19.84	9.00	23.74
	I-90 Closure Amount spent for: Acquiring additional equipment	425.53	.00	2291.24
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	1.36	.00	7.65
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	231.71	.00	908.97
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	5.64	.00	18.29
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	459.18	.00	2871.99
	I-90 Closure Percentage of additional costs for: Additional inventory and/or storage costs	.12	.00	.76

Q55 Series (I-90 Closure)		Mean	Median	Std Deviation
5 50000000 and Over	I-90 Closure Amount spent for: Damages including perishables or other goods	500.00	.00	3535.53
	I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.05	.00	.30
	I-90 Closure Amount spent for: Any other reasons or items of losses	1901.86	.00	10572.19
	I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	5.18	.00	18.02
	I-90 Closure Amount spent for: Overtime hours and other truck drivers' expenses	3518.67	2750.00	3515.52
	I-90 Closure Percentage of additional costs for: Overtime hours and other truck drivers' expenses	55.33	53.50	26.85
	I-90 Closure Amount spent for: Additional fuel costs	7170.83	2312.50	9248.25
	I-90 Closure Percentage of additional costs for: Additional fuel costs	38.57	35.00	27.95
	I-90 Closure Amount spent for: Acquiring additional equipment	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Acquiring additional equipment	5.00	.00	10.00
	I-90 Closure Amount spent for: Paying a higher rate for expedited and/or guaranteed services	.00	.00	.00
	I-90 Closure Percentage of additional costs for: Paying a higher rate for expedited and/or guaranteed services	2.50	.00	5.00
	I-90 Closure Amount spent for: Additional inventory and/or storage costs	.00	.00	.00

Q55 Series (I-90 Closure)	Mean	Median	Std Deviation
I-90 Closure Percentage of additional costs for: additional inventory and/or storage costs	5.00	.00	10.00
I-90 Closure Amount spent for: Damages including perishables or other goods	.00	.00	.00
I-90 Closure Percentage of additional costs for: Damages including perishables or other goods	.00	.00	.00
I-90 Closure Amount spent for: Any other reasons or items of losses	1066.00	.00	1478.78
I-90 Closure Percentage of additional costs for: Any other reasons or items of losses	7.17	5.00	8.26

VI. WEB SURVEY SCREENSHOT



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I-5 & I-90 Economic Impact Survey

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This business has been identified by Washington state Department of Transportation as a freight dependent business. That is the business relies on freight movement on Washington highways for its business activities. Is this true for this business?

- Yes
 No

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Which ONE activity best describes this business in terms of freight? Is it a shipper, a receiver, or a freight carrier?

- Shipper
 Receiver
 Freight carrier
 Business does more than one of these activities

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What is the PRIMARY commodity or products shipped or received by this business?

Commodity or products

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Introduction

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On average, how many shipments by truck are made per week from your facility?

of shipments

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On average, how many shipments by truck are made per week to your facility?

of shipments

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On average, how many shipments by truck are made per week to and from your facility?

of shipments

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Do you routinely ship or receive any perishable products?

- Yes
 No

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The next set of questions is about economic losses from the I-5 and I-90 closures. Two major freight highway corridors in Washington State were closed due to severe weather this winter: Interstate 5 near Chehalis/Centralia was closed due to severe flooding from December 3 to December 6, 2007. And I-90 at Snoqualmie Pass was closed from January 29 to February 1, 2008 due to avalanche hazards.

During these dates and events, were your trucks (and/or shipments) scheduled to transit or use I-5 only, I-90 only, or both I-5 and I-90?

- I-5 only
 I-90 only
 Both

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I-5 Closure

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Beginning with the I-5 closure, how would you describe the level of NEGATIVE economic impact to your business from the I-5 closure near Centralia in December 2007? (We are referring to the impact on the business located in .)

- No negative economic impact
- Minor negative economic impact
- Moderate negative economic impact
- Or severe negative economic impact

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I-5 Closure

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What did this business do with MOST of its trucks (and/or shipments) in response to the I-5 closure in December 2007?

- Cancel truck shipments
- Postpone truck shipments
- Reroute truck shipments
- Other response (please specify)

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I-5 Closure

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How many truck shipments for your business were impacted by I-5 closure?

of truck shipments

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I-5 Closure

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Which detour(s) did your trucks use? Choose all that apply.

[Pop-up Map of Alternate Routes](#)

- I-84 to Highway 97 to I-90
- I-84 to I-82 to I-90
- Highway 12 to highway 7
- Some other detour (please explain)

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I-5 Closure

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During I-5 closure, how many of your trucks or shipments used this (I-84 to hwy 97 to I-90) detour?

of trucks

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (I-84 to hwy 97 to I-90) detour?

of hours per truck

What was the total additional direct cost for all trucks or shipments using this (I-84 to hwy 97 to I-90) detour?

\$ total additional direct cost

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I-5 Closure

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During I-5 closure, how many of your trucks or shipments used this (I-84 to I-82 to I-90) detour?

of trucks

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (I-84 to I-82 to I-90) detour?

of hours per truck

What was the total additional direct cost for all trucks or shipments using this (I-84 to I-82 to I-90) detour?

\$ total additional direct cost

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I-5 Closure

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During I-5 closure, how many of your trucks or shipments used this (hwy 12 to hwy 7) detour?

of trucks

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (hwy 12 to hwy 7) detour?

of hours per truck

What was the total additional direct cost for all trucks or shipments using this (hwy 12 to hwy 7) detour?

\$ total additional direct cost

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During I-5 closure, how many of your trucks or shipments used this other detour?

of trucks

By about how many hours (on average) did your shipment transit times increase for each truck when you used this other detour?

of hours per truck

What was the total additional direct cost for all trucks or shipments using this other detour?

\$ total additional direct cost

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I-5 Closure

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Why did your company choose the detour(s) that were used during the I-5 closure?
Please check all that apply.

- Used available open highway routes
- Less severe weather
- Nearest alternative open route
- Safest route
- Other

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I-5 Closure

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Where did you get the information you needed about the location of alternative safe and legal detour routes for trucks, and route conditions?

- Highway posted radio channel
- Company dispatch or contact
- Truck weigh station
- WSDOT website
- WSDOT freight email listserve
- Media, including TV or radio or print
- State patrol
- Other

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Next, we are interested in the total additional freight-transportation-related costs your business incurred during the I-5 closure. That is, we want only those costs beyond the amount normally incurred. What were your company's total ADDITIONAL costs incurred because of I-5 closure? Please Enter 0 if none.

(DEF: Additional costs: That is all additional costs beyond the amount normally incurred for all trucks initially directed to use I-5.)

Total additional costs incurred
 Don't know

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I-5 Closure

17.1 - 76

Since you don't know, can you estimate what range below would fit the additional transportation-related costs during the I-5 closure?

- less than \$10,000
- more than \$10,000
- right around \$10,000

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I-5 Closure

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Which range of cost was closest to what you think the loss was during the I-5 closure?

- Less than \$2,000
- Over \$2,000 up to \$4,000
- Over \$4,000 up to \$6,000
- Over \$6,000 up to \$8,000
- Over \$8,000 up to \$10,000
- Over \$10,000

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I-5 Closure

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Would you say this loss during the I-5 closure was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

- Less than \$100,000
- More than \$100,000
- Right around \$100,000

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19.2 - 76

Which range of cost was closest to what you think the loss was during the I-5 closure?

- Less than \$20,000
- Over \$20,000 up to \$40,000
- Over \$40,000 up to \$60,000
- Over \$60,000 up to \$80,000
- Over \$80,000 up to \$100,000
- Over \$100,000

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Would you say this loss during the I-5 closure was less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

- Less than \$1,000,000
- More than \$1,000,000
- Right around \$1,000,000

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20.2 - 76

Which range of cost was closest to what you think the loss was during the I-5 closure?

- Less than \$200,000
- Over \$200,000 up to \$400,000
- Over \$400,000 up to \$600,000
- Over \$600,000 up to \$800,000
- Over \$800,000 up to \$1,000,000
- Over \$1,000,000

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I-5 Closure

20.3 - 76

Which range of cost was closest to what you think the loss was during the I-5 closure?

- Less than \$1,200,000
- Over \$1,200,000 up to \$1,400,000
- Over \$1,400,000 up to \$1,600,000
- Over \$1,600,000 up to \$1,800,000
- Over \$1,800,000 up to \$2,000,000
- Over \$2,000,000

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Next are a series of items that might have contributed to your company's additional costs during the I-5 closure. For each item, please indicate the amount spent for all trucks impacted, and secondly, the percentage that item represents of total additional costs.

	Additional Amount Spent	Percent of Additional Costs
Overtime hours and other truck drivers' expenses.	\$ <input type="text"/> →	<input type="text"/> %
Additional fuel costs.	\$ <input type="text"/> →	<input type="text"/> %
Acquiring additional equipment	\$ <input type="text"/> →	<input type="text"/> %
Paying a higher rate for expedited and/or guaranteed services	\$ <input type="text"/> →	<input type="text"/> %
Additional inventory and/or storage costs	\$ <input type="text"/> →	<input type="text"/> %
Damages including perishables or other goods	\$ <input type="text"/> →	<input type="text"/> %
any other reasons or items of losses (during to I-5 closure) that we have not covered.	\$ <input type="text"/> →	<input type="text"/> %

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I-5 Closure

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After I-5 reopened, did your company's transportation-related costs immediately return to the previous level?

- Yes
 No

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I-5 Closure

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How long were your company's transportation-related costs higher than normal?

- Number of: Days
 Weeks
 Months

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What were the reasons for the continued costs?

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What was the total amount of additional transportation-related costs paid by your company AFTER I-5 reopened?

- Total additional costs incurred
 Don't know

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I-5 Closure

24.1 - 76

Since you don't know, can you estimate what range below would fit the additional transportation-related costs AFTER I-5 reopened?

- less than \$10,000
- more than \$10,000
- right around \$10,000

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I-5 Closure

24.2 - 76

Which range of cost was closest to what you think the loss was AFTER I-5 reopened?

- Less than \$2,000
- Over \$2,000 up to \$4,000
- Over \$4,000 up to \$6,000
- Over \$6,000 up to \$8,000
- Over \$8,000 up to \$10,000
- Over \$10,000

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I-5 Closure

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Would you say this loss AFTER I-5 reopened was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

- Less than \$100,000
- More than \$100,000
- Right around \$100,000

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I-5 Closure

25.2 - 76

Which range of cost was closest to what you think the transportation-related loss was AFTER I-5 reopened?

- Less than \$20,000
- Over \$20,000 up to \$40,000
- Over \$40,000 up to \$60,000
- Over \$60,000 up to \$80,000
- Over \$80,000 up to \$100,000
- Over \$100,000

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Would you say this transportation-related loss AFTER I-5 reopened is less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

- Less than \$1,000,000
- More than \$1,000,000
- Right around \$1,000,000

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26.2 - 76

Which range of cost was closest to what you think the transportation-related loss was AFTER I-5 reopened?

- Less than \$200,000
- Over \$200,000 up to \$400,000
- Over \$400,000 up to \$600,000
- Over \$600,000 up to \$800,000
- Over \$800,000 up to \$1,000,000
- Over \$1,000,000

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26.3 - 76

Which range of cost was closest to what you think the transportation-related loss was AFTER I-5 reopened?

- Less than \$1,200,000
- Over \$1,200,000 up to \$1,400,000
- Over \$1,400,000 up to \$1,600,000
- Over \$1,600,000 up to \$1,800,000
- Over \$1,800,000 up to \$2,000,000
- Over \$2,000,000

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Did you recover any of the additional transportation-related costs due to the closure?

- Yes
- No

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Which type of additional costs did you recover?

- Overtime and/or other expenses for truck drivers
- Additional fuel costs
- Acquiring additional equipment
- Paying a higher rate for expedited and/or guaranteed services
- Additional inventory and/or storage costs services
- Or other

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Will your business make any capital or operating investments in 2008 to prevent future business disruptions due to potential closures on I-5 in South West Washington?

- Yes
- No

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What is the estimated cost associated with this I-5 transportation disruption prevention plan for 2008?

\$ estimated costs

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Please estimate the value of any lost sales your company experienced due to the I-5 closure? Please Enter 0 if none.

value of any lost sales

Don't know

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31.1 - 76

Since you don't know, can you estimate what range below would fit the value of any lost sales?

- less than \$10,000
- more than \$10,000
- right around \$10,000
- No loss of sales

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I-5 Closure

31.2 - 76

Which range of cost was closest to what you think the value of any lost sales was?

- Less than \$2,000
- Over \$2,000 up to \$4,000
- Over \$4,000 up to \$6,000
- Over \$6,000 up to \$8,000
- Over \$8,000 up to \$10,000
- Over \$10,000

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Would you say this value of any lost sales was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

- Less than \$100,000
- More than \$100,000
- Right around \$100,000

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32.2 - 76

Which range of cost was closest to what you think the value of any lost sales was?

- Less than \$20,000
- Over \$20,000 up to \$40,000
- Over \$40,000 up to \$60,000
- Over \$60,000 up to \$80,000
- Over \$80,000 up to \$100,000
- Over \$100,000

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Would you say value of any lost sales is less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

- Less than \$1,000,000
- More than \$1,000,000
- Right around \$1,000,000

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33.1 - 76

Which range of cost was closest to what you think the value of any lost sales was?

- Less than \$200,000
- Over \$200,000 up to \$400,000
- Over \$400,000 up to \$600,000
- Over \$600,000 up to \$800,000
- Over \$800,000 up to \$1,000,000
- Over \$1,000,000

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33.2 - 76

Which range of cost was closest to what you think the value of any lost sales was?

- Less than \$1,200,000
- Over \$1,200,000 up to \$1,400,000
- Over \$1,400,000 up to \$1,600,000
- Over \$1,600,000 up to \$1,800,000
- Over \$1,800,000 up to \$2,000,000
- Over \$2,000,000

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How did you estimate that amount?

|



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Why did your business NOT have any loss of sales or business opportunities?

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What percentage of your company's total annual revenues does this LOSS represent?

% of total annual revenues or sales

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Can you estimate the total amount of annual revenue or the total amount of business opportunities that were lost because of the I-5 closure?

\$ estimated total amount of annual revenue/ business opportunities that were lost

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What percentage of your company's total lost sales due to the I-5 closure occurred in December 2007?

%

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What percentage of your company's total lost sales occurred in January 2008?

%

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Do you anticipate ongoing lost sales in the future due to the December 2007 I-5 closure?

Yes

No

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What is your best estimate of on-going lost sales per month?

\$ per month

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For how long do you estimate the ongoing lost sales will continue?

Number of: Days
 Weeks
 Months

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Now we want to ask you about the recent (January 2008) I-90 closure. How would you describe the level of **NEGATIVE economic impact to your business from the I-90 closure at Snoqualmie Pass that occurred from January 29 to February 1, 2008? (We are referring to the impact on the business located in .)**

- No negative economic impact
 Minor negative economic impact
 Moderate negative economic impact
 Or severe negative economic impact

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What did this business do with MOST of its trucks in response to the I-90 closure during late January?

- Cancel truck shipments
- Postpone truck shipments
- Reroute truck shipments
- Other response (please specify)

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How many truck shipments for your business were impacted by I-90 closure?

of truck shipments

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Which detour(s) did your trucks use? Choose all that apply.

[Pop-up Map of Alternate Routes](#)

- Highway 2
- Highway 12
- Highway 14
- I-84

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During I-90 closure, how many of your trucks or shipments used this (Highway 2) detour?

of trucks

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (Highway 2) detour?

of hours per truck

What was the total additional direct cost for all trucks or shipments using this (Highway 2) detour?

\$ total additional direct cost

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During I-90 closure, how many of your trucks or shipments used this (Highway 12) detour?

of trucks

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (Highway 12) detour?

of hours per truck

What was the total additional direct cost for all trucks or shipments using this (Highway 12) detour?

\$ total additional direct cost

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During I-90 closure, how many of your trucks or shipments used this (Highway 14) detour?

of trucks

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (Highway 14) detour?

of hours per truck

What was the total additional direct cost for all trucks or shipments using this (Highway 14) detour?

\$ total additional direct cost

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I-90 Closure

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During I-90 closure, how many of your trucks or shipments used this (I-84) detour?

of trucks

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (I-84) detour?

of hours per truck

What was the total additional direct cost for all trucks or shipments using this (I-84) detour?

\$ total additional direct cost

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Why did your company choose the detour(s) that were used during the I-90 closure? Please check all that apply.

- Used available open highway routes
- Less severe weather
- Nearest alternative open route
- Safest route
- Other

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Where did you get the information you needed about the location of safe and legal detour routes for trucks, and route conditions?

- Highway posted radio channel
- Company dispatch or contact
- Truck weigh station
- WSDOT website
- WSDOT freight email listserve
- Media, including TV or radio or print
- State patrol
- Other

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Next, we are interested in the total additional freight-transportation-related costs your business incurred during the I-90 closure. That is, we want only those costs beyond the amount normally incurred. What were your company's total ADDITIONAL costs incurred because of I-90 closure? Please Enter 0 if none.

(DEF: Additional costs: That is all additional costs beyond the amount normally incurred for all trucks initially directed to use I-90.)

Total additional costs incurred

- Don't know

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I-90 Closure

52.1 - 76

Since you don't know, can you estimate what range below would fit the additional transportation-related costs during the I-90 closure?

- less than \$10,000
- more than \$10,000
- right around \$10,000

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52.2 - 76

Which range of cost was closest to what you think the transportation-related loss was during the I-90 closure?

- Less than \$2,000
- Over \$2,000 up to \$4,000
- Over \$4,000 up to \$6,000
- Over \$6,000 up to \$8,000
- Over \$8,000 up to \$10,000
- Over \$10,000

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Would you say this transportation-related loss during the I-90 closure was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

- Less than \$100,000
- More than \$100,000
- Right around \$100,000

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Which range of cost was closest to what you think the transportation-related loss was during the I-90 closure?

- Less than \$20,000
- Over \$20,000 up to \$40,000
- Over \$40,000 up to \$60,000
- Over \$60,000 up to \$80,000
- Over \$80,000 up to \$100,000
- Over \$100,000

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Would you say this transportation-related loss during the I-90 closure was less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

- Less than \$1,000,000
- More than \$1,000,000
- Right around \$1,000,000

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54.2 - 76

Which range of cost was closest to what you think the transportation-related loss was during the I-90 closure?

- Less than \$200,000
- Over \$200,000 up to \$400,000
- Over \$400,000 up to \$600,000
- Over \$600,000 up to \$800,000
- Over \$800,000 up to \$1,000,000
- Over \$1,000,000

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54.3 - 76

Which range of cost was closest to what you think the transportation-related loss was during the I-90 closure?

- Less than \$1,200,000
- Over \$1,200,000 up to \$1,400,000
- Over \$1,400,000 up to \$1,600,000
- Over \$1,600,000 up to \$1,800,000
- Over \$1,800,000 up to \$2,000,000
- Over \$2,000,000

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Next are a series of items that might have contributed to your company's additional costs during the I-90 closure. For each item, please indicate the amount spent for all trucks impacted, and secondly, the percentage that item represents of total additional costs.

	Additional Amount Spent	Percent of Additional Costs
Overtime hours and other truck drivers' expenses.	\$ <input type="text"/> →	<input type="text"/> %
Additional fuel costs.	\$ <input type="text"/> →	<input type="text"/> %
Acquiring additional equipment	\$ <input type="text"/> →	<input type="text"/> %
Paying a higher rate for expedited and/or guaranteed services	\$ <input type="text"/> →	<input type="text"/> %
Additional inventory and/or storage costs	\$ <input type="text"/> →	<input type="text"/> %
Damages including perishables or other goods	\$ <input type="text"/> →	<input type="text"/> %
Any other reasons or items of losses (during to I-90 closure) that we have not covered.	\$ <input type="text"/> →	<input type="text"/> %

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After I-90 reopened, did your company's transportation-related costs immediately return to the previous level?

- Yes
- No

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How long were your company's transportation-related costs higher than normal?

Number of: Days
 Weeks
 Months

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What were the reasons for the continued costs?

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What was the total amount of additional transportation-related costs paid by your company AFTER I-90 reopened?

Total additional costs incurred

Don't know

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59.1 - 76

Since you don't know, can you estimate what range below would fit the additional transportation-related costs AFTER I-90 reopened?

- less than \$10,000
- more than \$10,000
- right around \$10,000

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59.2 - 76

Which range of cost was closest to what you think the transportation-related loss was AFTER I-90 reopened?

- Less than \$2,000
- Over \$2,000 up to \$4,000
- Over \$4,000 up to \$6,000
- Over \$6,000 up to \$8,000
- Over \$8,000 up to \$10,000
- Over \$10,000

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60 - 76

Would you say this transportation-related loss AFTER I-90 reopened was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

- Less than \$100,000
- More than \$100,000
- Right around \$100,000

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60.2 - 76

Which range of cost was closest to what you think the transportation-related loss was AFTER I-90 reopened?

- Less than \$20,000
- Over \$20,000 up to \$40,000
- Over \$40,000 up to \$60,000
- Over \$60,000 up to \$80,000
- Over \$80,000 up to \$100,000
- Over \$100,000

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Which range of cost was closest to what you think the transportation-related loss was AFTER I-90 reopened?

- Less than \$20,000
- Over \$20,000 up to \$40,000
- Over \$40,000 up to \$60,000
- Over \$60,000 up to \$80,000
- Over \$80,000 up to \$100,000
- Over \$100,000

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61.2 - 76

Which range of cost was closest to what you think the transportation-related loss was AFTER I-90 reopened?

- Less than \$200,000
- Over \$200,000 up to \$400,000
- Over \$400,000 up to \$600,000
- Over \$600,000 up to \$800,000
- Over \$800,000 up to \$1,000,000
- Over \$1,000,000

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61.3 - 76

Which range of cost was closest to what you think the transportation-related loss was AFTER I-90 reopened?

- Less than \$1,200,000
- Over \$1,200,000 up to \$1,400,000
- Over \$1,400,000 up to \$1,600,000
- Over \$1,600,000 up to \$1,800,000
- Over \$1,800,000 up to \$2,000,000
- Over \$2,000,000

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Did you recover any of the additional transportation-related costs due to the closure?

- Yes
- No

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Washington State University

I-5 & I-90 Economic Impact Survey

I-90 Closure

62.2 - 76

Which type of additional costs did you recover?

- Overtime and/or other expenses for truck drivers
- Additional fuel costs
- Acquiring additional equipment
- Paying a higher rate for expedited and/or guaranteed services
- Additional inventory and/or storage costs services
- Other

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I-90 Closure

63 - 76

Will your business make any capital or operating investments in 2008 to prevent future business disruptions due to potential closures of I-90 at Snoqualmie Pass?

- Yes
- No

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I-90 Closure

63.2 - 76

What is the estimated cost associated with this I-90 transportation disruption prevention plan in 2008?

\$ estimated costs

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Introduction

64 - 76

Please estimate the value of any lost sales your company experienced due to the I-90 closure? Please Enter 0 if none.

value of any lost sales

Don't know

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I-90 Closure

64.1 - 76

Since you don't know, can you estimate what range below would fit the value of any lost sales was?

- less than \$10,000
- more than \$10,000
- right around \$10,000
- No loss of sales

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I-90 Closure

64.2 - 76

Which range of cost was closest to what you think the value of any lost sales was?

- Less than \$2,000
- Over \$2,000 up to \$4,000
- Over \$4,000 up to \$6,000
- Over \$6,000 up to \$8,000
- Over \$8,000 up to \$10,000
- Over \$10,000

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65 - 76

Would you say the value of any lost sales was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

- Less than \$100,000
- More than \$100,000
- Right around \$100,000

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I-90 Closure

65.2 - 76

Which range of cost was closest to what you think the value of any lost sales was?

- Less than \$20,000
- Over \$20,000 up to \$40,000
- Over \$40,000 up to \$60,000
- Over \$60,000 up to \$80,000
- Over \$80,000 up to \$100,000
- Over \$100,000

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I-90 Closure

66 - 76

Would you say the value of any lost sales is less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

- Less than \$1,000,000
- More than \$1,000,000
- Right around \$1,000,000

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I-90 Closure

66.2 - 76

Which range of cost was closest to what you think the value of any lost sales was?

- Less than \$200,000
- Over \$200,000 up to \$400,000
- Over \$400,000 up to \$600,000
- Over \$600,000 up to \$800,000
- Over \$800,000 up to \$1,000,000
- Over \$1,000,000

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I-5 Closure

66.3 - 76

Which range of cost was closest to what you think the value of any lost sales was?

- Less than \$1,200,000
- Over \$1,200,000 up to \$1,400,000
- Over \$1,400,000 up to \$1,600,000
- Over \$1,600,000 up to \$1,800,000
- Over \$1,800,000 up to \$2,000,000
- Over \$2,000,000

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I-90 Closure

66.4 - 76

How did you estimate that amount?

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I-90 Closure

67 - 76

Why did your business NOT have any loss of sales or business opportunities?

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I-90 Closure

68 - 76

What percentage of your company's total annual revenues does this LOSS represent?

%

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I-90 Closure

68.2 - 76

What percentage of your company's total lost sales due to the I-90 closure occurred in January and February 2008?

%

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I-90 Closure

69 - 76

Do you anticipate ongoing lost sales in the future due to the January 29 to February 1 I-90 closure?

- Yes
 No

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69.2 - 76

What is your best estimate of on-going lost sales per month?

\$ amount per month

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I-90 Closure

70 - 76

For how long do you anticipate this on-going lost sales will continue?

Number of: Days
 Weeks
 Months

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Introduction

71 - 76

We only have a couple questions left. First, what are the total annual sales (revenue) of your company in Washington state?

Total annual sales (revenue)
 Don't know

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Characteristics

71.1 - 76

Since you don't know, can you estimate what range below would fit your company's total annual sales (revenue)?

- less than \$10,000
- more than \$10,000
- right around \$10,000

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Characteristics

71.2 - 76

Which range of total annual sales (revenue) was closest to what you think it was?

- Less than \$2,000
- Over \$2,000 up to \$4,000
- Over \$4,000 up to \$6,000
- Over \$6,000 up to \$8,000
- Over \$8,000 up to \$10,000
- Over \$10,000

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Characteristics

72 - 76

Would you say your total annual sales (revenue) was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

- Less than \$100,000
- More than \$100,000
- Right around \$100,000

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Characteristics

72.2 - 76

Which range of total annual sales (revenue) was closest to what you think it was?

- Less than \$20,000
- Over \$20,000 up to \$40,000
- Over \$40,000 up to \$60,000
- Over \$60,000 up to \$80,000
- Over \$80,000 up to \$100,000
- Over \$100,000

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Characteristics

73 - 76

Would you say your total annual sales (revenue) was less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

- Less than \$1,000,000
- More than \$1,000,000
- Right around \$1,000,000

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Characteristics

73.2 - 76

Which range of total annual sales (revenue) was closest to what you think it was?

- Less than \$200,000
- Over \$200,000 up to \$400,000
- Over \$400,000 up to \$600,000
- Over \$600,000 up to \$800,000
- Over \$800,000 up to \$1,000,000
- Over \$1,000,000

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I-5 Closure

73.3 - 76

Which range of total annual sales (revenue) was closest to what you think it was?

- Less than \$1,200,000
- Over \$1,200,000 up to \$1,400,000
- Over \$1,400,000 up to \$1,600,000
- Over \$1,600,000 up to \$1,800,000
- Over \$1,800,000 up to \$2,000,000
- Over \$2,000,000

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Characteristics

74 - 76

What is your job title?

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Characteristics

75 - 76

If we have any questions and wish to follow up, may we contact you?

- Yes
 No

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Characteristics

76 - 76

Would you like a copy of the survey results?

- Yes, email me the website for the report
 Yes, send me a hard copy
 No

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I-5 & I-90 Economic Impact Survey

Characteristics

76.2 - 76

Please enter the contact information we may use to send you the results. Your contact information will be kept separate from your survey responses.

E-mail
Name
Telephone
Address
City
State
Zip Code

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I-5 & I-90 Economic Impact Survey

That's our last question. Thank you for taking the time to respond to this survey. If you have any additional comments, you can note them below.

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Telephone CATI Script

BEGIN:

Hello, my name is (name) I'm calling for the Washington State Department of Transportation. We are calling today to see if your company was impacted by the recent closures on Interstate 5 and Interstate 90. May I speak to the person in your company who would know the most about the impact and costs of the I5 and I90 closures for your business? (Would that be you or someone else?) (The person we need to speak with may be an owner or upper level executive (CEO, Vice President, Transportation Manager or CFO) for this business who is knowledgeable about your costs of doing business and sales revenue in Washington State. We specifically need to talk about the aspects of freight handling on Washington highways.) If you prefer you can complete the survey at www.opinion.wsu.edu/interstate ; your access code is <webID> (IWR: The I-5 closure was from December 3 to December 6, 2007. The I-90 closure was from January 29 to February 1, 2008.) (IWR: If this is a national office or a company with multiple sites then state: "We are referring to <COMPY> located at <CITY>, <STATE>.")

- Speaking to R 1 => /Q01
- R not available / Set callback (GB, CB, HB) 2 => /INT01
- Non contacts (AM, BC, BZ, ED, NA) 3 => /INT02
- Refusals (R1, R2, R3, RP)..... 4 => /F10
- Non-working numbers (CC, DS, MP, WN) 5 => /VERFY
- Communication barrier (DF, HC, LG)..... 6 => /INT03
- Other codes (DD, DP, OT, RN) 7 => /INT04
- Ineligibles (IE) 8 => /INT05
- Special project codes () 9 I => /INT99
- Web/Mail codes 10 => /INT98
- Company does not do surveys..... 11 => /INT06

RBGIN:

We anticipate this person may be an owner or upper level executive (CEO, Vice President, Transportation Manager or CFO) for this business and is someone who will be very knowledgeable about your costs of doing business and sales revenue in Washington state. We specifically need to talk about aspects of freight handling on Washington highways. (IWR: Ask to be transferred to this person) Hello, this is (interviewer) and I'm calling from Washington State University. May I speak to the business or transportation manager who is responsible for managing freight shipment decisions at your business? Would that be you or someone else? We are conducting a study for the Washington State Department of Transportation to help state officials understand the economic impacts of the recent I-5 and I-90 closure.

Press ENTER to Continue..... 1 D

Q01:

This business has been identified by Washington State Department of Transportation as a freight dependent business. Is this information correct? (DEF: Freight dependent business refers to the business relies on freight movement on Washington highways for its business activities.)

- Yes 1
- No..... 2 => /INT05
- Don't know D
- Refused..... R

Q01A:

Was your business impacted by the I-5 or I-90 closures this winter?

- Yes 1
- No..... 2 => /INT05
- Refused..... R => /F10

CONFD:

While portions of this interview may be monitored by my supervisors, all company-specific information you provide will remain confidential. If I come to any question that you prefer not to answer, just let me know and I will skip over it. This call is for research purposes only, and does not involve sales of any kind, either now or in the future. This interview will take about 15 to 20 minutes to complete.

Continue with survey 1 => /Q02
 No - Try refusal prevention..... 2 => /F10
 Not a good time - Call back later 3 => /INT01

Q02:

Which ONE activity best describes this business in terms of freight? Is it a shipper, a receiver, or a freight carrier?

Shipper 1
 Receiver 2
 Freight carrier..... 3
 Business does more than one of these activities..... 4
 Don't know D
 Refused..... R

Q03:

What is the PRIMARY commodity or products shipped or received by this business?

FQ041:

Fill Q04

=> *
 si PRJ(Q02, 1, 2, 3, 4)

from 1
 to 2
 to and from 3
 to and from 4

FQ042:

Fill Q04 for Q02 = D R

=> *
 si IF ((Q02= D R), 1, 0)

to and from 1
 0

Q04:

On average, how many shipments by truck are made per week <FQ041> your facility?

\$E 0 9999

=> Q04A
 si Q02= D R

Don't know D
 Refused..... R

Q04A:

On average, how many shipments by truck are made per week <FQ042> your facility?

\$E 0 9999

=> Q05 si Q02=1 2 3 4

Q05:

Do you routinely ship or receive any perishable products?

- Yes 1
- No.....2
- Don't know D
- Refused..... R

Q06:

The next set of questions is about economic losses from the I-5 and I-90 closures. (The survey will ask questions specifically about the dollar amounts of expenditures and costs, as well as other detailed questions. If you prefer to take your time to look up this information we do have a web survey option. Or if you prefer to do it over the phone, we can continue.) During these dates and events, were your trucks (and/or shipments) scheduled to transit or use I-5 only, I-90 only, or both I-5 and I-90? (Interstate 5 was closed from December 3rd to December 6th, 2007. And I-90 at Snoqualmie Pass was closed from January 29th to February 1st, 2008.)

- I-5 only 1
- I-90 only 2 => Q42
- Both.....3
- Don't know D
- Refused..... R

Q07:

Beginning with the I-5 closure, how would you describe the level of NEGATIVE economic impact to your business from the I-5 closure near Centralia in December 2007? (We are referring to the impact on the business <COMPY> located at <CITY> <STATE>.) Would you say it had...

- NO NEGATIVE ECONOMIC IMPACT..... 1
- MINOR NEGATIVE IMPACT 2
- MODERATE NEGATIVE IMPACT 3
- OR SEVERE NEGATIVE IMPACT 4
- Don't know D
- Refused..... R

Q08A:

CANCEL TRUCK SHIPMENTS

- Yes 1
 - No.....2
 - Don't know D
 - Refused..... R
-

Q08B:

POSTPONE TRUCK SHIPMENTS

Yes 1
No.....2
Don't knowD
Refused..... R

Q08C:

OR REROUTE TRUCK SHIPMENTS

Yes 1
No.....2
Don't knowD
Refused..... R

Q08D:

Other response (please specify)

Yes 1 O
No.....2
Don't knowD
Refused..... R

Q09:

How many truck shipments for your business were impacted by I-5 closure?

\$E 0 9999

Don't knowD
Refused..... R

CK10:

Check Q10

=> Q10A
sinon => Q17
si Q08C=1

Q10A:

I-84 to Highway 97 to I-901

Yes 1
No.....2
Don't knowD
Refused..... R

Q10B:

I-84 to I-82 to I-902

Yes 1
No.....2
Don't knowD
Refused..... R

Q10C:

Highway 12 to highway 7

Yes 1
No.....2
Don't knowD
Refused..... R

Q10D:

Other detour (PLEASE SPECIFY)

Yes 1 O
No.....2
Don't knowD
Refused..... R

CK11:

Check Q10 for branching

=> Q11A
sinon => CK12
si Q10A=1

Q11A:

During the I-5 closure, how many of your trucks or shipments used this (I-84 to hwy 97 to I-90) detour?

\$E 0 9999
Don't knowD
Refused..... R

Q11B:

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (I-84 to hwy 97 to I-90) detour?

\$E 0 99
Don't knowD
Refused..... R

Q11C:

What was the total additional direct cost for all trucks or shipments using this (I-84 to hwy 97 to I-90) detour?

\$E 0 99999
Don't knowD
Refused..... R

CK12:

Check for Q10 if Q10 = 2 go to Q12A

=> Q12A
sinon => CK13
si Q10B=1

Q12A:

During the I-5 closure, how many of your trucks or shipments used this (I-84 to I-82 to I-90) detour?

\$E 0 9999

Don't know D

Refused..... R

Q12B:

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (I-84 to I-82 to I-90) detour?

\$E 0 99

Don't know D

Refused..... R

Q12C:

What was the total additional direct cost for all trucks or shipments using this (I-84 to I-82 to I-90) detour?

\$E 0 99999

Don't know D

Refused..... R

CK13:

Check Q10=3 if Q10 = 3 go to Q13A

=> Q13A

sinon => CK14

si Q10C=1

Q13A:

During I-5 closure, how many of your trucks or shipments used this (hwy 12 to hwy 7) detour?

\$E 0 9999

Don't know D

Refused..... R

Q13B:

By about how many hours (on average) did your shipment transit times increase for each truck when you used this (hwy 12 to hwy 7) detour?

\$E 0 99

Don't know D

Refused..... R

Q13C:

What was the total additional direct cost for all trucks or shipments using this (hwy 12 to hwy 7) detour?

\$E 0 99999

Don't know D

Refused..... R

CK14:

Check Q10 if Q10 = 4 go to Q14A

=> Q14A
sinon => CQ11C
si Q10D=1

Q14A:

During I-5 closure, how many of your trucks or shipments used this other detour?

\$E 0 9999

Don't know D

Refused..... R

Q14B:

By about how many hours (on average) did your shipment transit times increase for each truck when you used this other detour?

\$E 0 99

Don't know D

Refused..... R

Q14C:

What was the additional direct cost for all trucks or shipments using this detour?

\$E 0 99999

Don't know D

Refused..... R

CQ11C:

Compute of Q11C (Note if Q11C eq D R)

\$E 0 9999999

=> *
si IF ((Q11C= D R), 0, Q11C)

CQ12C:

Compute Q12C (Note if Q12C=D or R)

\$E 0 9999999

=> *
si IF ((Q12C= D R), 0, Q12C)

CQ13C:

Compute Q13C (Note if Q13C=D or R)

\$E 0 9999999

=> *
si IF ((Q13C = D R), 0, Q13C)

CQ14C:

compute for Q14C (note if Q14C=r D)

\$E 0 9999999

=> *
si IF ((Q14C = D R), 0, Q14C)

TOTAL:

\$E 0 9999999

=> *
si SUM(CQ11C, CQ12C, CQ13C, CQ14C)

CQ10A:

Check Q10A

=> *
si IF ((Q10A=1), 1, 0)

CQ10B:

Check Q10B

=> *
si IF ((Q10B=1), 1, 0)

CQ10C:

Check Q10C

=> *
si IF ((Q10C =1), 1, 0)

CQ10D:

Check Q10D

=> *
si IF ((Q10D = 1), 1, 0)

TQ10:

Total of q10a, q10b, q10c and q10d

=> *
si SUM(CQ10A, CQ10B, CQ10C, CQ10D)

Q15A:

AVAILABLE OPEN HIGHWAY ROUTES WERE USED

Yes 1
No..... 2
Don't know D
Refused..... R

Q15B:

ROUTE WITH LESS SEVERE WEATHER WERE USED

Yes 1
No.....2
Don't knowD
Refused..... R

Q15C:

NEAREST ALTERNATIVE OPEN ROUTE WERE USED

Yes 1
No.....2
Don't knowD
Refused..... R

Q15D:

SAFEST ROUTE

Yes 1
No.....2
Don't knowD
Refused..... R

Q15E:

OR SOME OTHER REASON (PLEASE SPECIFY)

Yes 1 O
No.....2
Don't knowD
Refused..... R

Q16A:

HIGHWAY POSTED RADIO CHANNEL

Yes 1
No.....2
Don't knowD
Refused..... R

Q16B:

COMPANY DISPATCH OR CONTACT

Yes 1
No.....2
Don't knowD
Refused..... R

Q16C:

TRUCK WEIGH STATION

Yes 1
No.....2
Don't knowD
Refused..... R

Q16D:

WSDOT WEBSITE

Yes 1
No.....2
Don't knowD
Refused..... R

Q16E:

WSDOT FREIGHT EMAIL LISTSERVE

Yes 1
No.....2
Don't knowD
Refused..... R

Q16F:

MEDIA, INCLUDING TV OR RADIO OR PRINT

Yes 1
No.....2
Don't knowD
Refused..... R

Q16G:

STATE PATROL

Yes 1
No.....2
Don't knowD
Refused..... R

Q16H:

OR SOME OTHER WAY (PLEASE SPECIFY)

Yes 1 O
No.....2
Don't knowD
Refused..... R

Q17:

Next, we are interested in any additional freight-transportation-related costs your business incurred during the I-5 closure. We only want those costs beyond the amount normally incurred. What were your company's total ADDITIONAL costs incurred because of the I-5 closure? (IWR: if none please enter 0) (DEF: Additional costs: That is all additional costs beyond the amount normally incurred for all trucks initially directed to use I-5.)

\$E 0 999999999

Don't knowD => Q17A
Refused..... R => Q21A

Q17A:

Since you don't know, can you estimate what range would fit the additional costs? Would you say this cost was less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

=> Q21A
 si Q17>0 OR Q17==0

Less than \$10,000.....	1	=> Q18A
More than \$10,000.....	2	=> Q19
Right around \$10,000.....	3	=> Q21A
Don't know.....	D	=> Q21A
Refused.....	R	=> Q21A

Q18A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$2,000.....	1	=> Q21A
OVER \$2,000 UP TO \$4,000.....	2	=> Q21A
OVER \$4,000 UP TO \$6,000.....	3	=> Q21A
OVER \$6,000 UP TO \$8,000.....	4	=> Q21A
OR OVER \$8,000 UP TO \$10,000.....	5	=> Q21A
Over \$10,000.....	6	=> Q19
Don't know.....	D	=> Q21A
Refused.....	R	=> Q21A

Q19:

Would you say this loss was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

Less than \$100,000.....	1	=> Q19A
More than \$100,000.....	2	=> Q20
Right around \$100,000.....	3	=> Q21A
Don't know.....	D	=> Q21A
Refused.....	R	=> Q21A

Q19A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$20,000.....	1	=> Q21A
OVER \$20,000 UP TO \$40,000.....	2	=> Q21A
OVER \$40,000 UP TO \$60,000.....	3	=> Q21A
OVER \$60,000 UP TO \$80,000.....	4	=> Q21A
OR OVER \$80,000 UP TO \$100,000.....	5	=> Q21A
Over \$100,000.....	6	=> Q20
Don't know.....	D	=> Q21A
Refused.....	R	=> Q21A

Q20:

Would you say this loss was less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

Less than \$1,000,000.....	1	=> Q20A
More than \$1,000,000.....	2	=> Q20B
Right around \$1,000,000.....	3	=> Q21A
Don't know.....	D	=> Q21A
Refused.....	R	=> Q21A

Q20A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$200,000	1	=> Q21A
OVER \$200,000 UP TO \$400,000.....	2	=> Q21A
OVER \$400,000 UP TO \$600,000.....	3	=> Q21A
OVER \$600,000 UP TO \$800,000.....	4	=> Q21A
OR OVER \$800,000 UP TO \$1,000,000	5	=> Q21A
Over \$1,000,000.....	6	=> Q21A
Don't know	D	=> Q21A
Refused.....	R	=> Q21A

Q20B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$1,200,000 (12 million)	1
OVER \$1,200,000 UP TO \$1,400,000.....	2
OVER \$1,400,000 UP TO \$1,600,000.....	3
OVER \$1,600,000 UP TO \$1,800,000.....	4
OVER \$1,800,000 UP TO \$2,000,000.....	5
OR OVER \$2,000,000	6
Don't know	D
Refused.....	R

Q21A:

Next, I will read a series of items that might have contributed to your company's additional costs during the I-5 closure. For each item, please first give me the amount spent for all trucks impacted. And, secondly, the percentage that item represents of the total additional costs. The first one is Overtime hours and other truck drivers' expenses. What is the amount spent for all trucks impacted?

\$E 0 999999999

Don't know	D
Refused.....	R

Q21B:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)

\$R.2 000.00 100.00

Don't know	D
Refused.....	R

Q21C:

The next one is Additional fuel costs. What is the amount spent for all trucks impacted?

\$E 0 999999999

Don't know	D
Refused.....	R

Q21D:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)

\$R.2 000.00 100.00

Don't know	D
Refused.....	R

Q21E:

(The next one is) Acquiring additional equipment. (What is the amount spent for all trucks impacted?)
\$E 0 999999999
Don't know D
Refused..... R

Q21F:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)
\$R.2 000.00 100.00
Don't know D
Refused..... R

Q21G:

(The next one is) Paying a higher rate for expedited and/or guaranteed services. (What is the amount spent for all trucks impacted?)
\$E 0 999999999
Don't know D
Refused..... R

Q21H:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)
\$R.2 000.00 100.00
Don't know D
Refused..... R

Q21I:

(The next one is) Additional inventory and/or storage costs. (What is the amount spent for all trucks impacted?)
\$E 0 999999999
Don't know D
Refused..... R

Q21J:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)
\$R.2 000.00 100.00
Don't know D
Refused..... R

Q21K:

(The next one is) Damages including perishables or other goods. (What is the amount of damages for all trucks impacted?)
\$E 0 999999999
Don't know D
Refused..... R

Q21L:

What percentage of additional costs (for all trucks) is this?

\$R.2 000.00 100.00

Don't know D
 Refused..... R

Q21M:

The last one is any other reasons or items of losses (during the I-5 closure) that we have not covered.
 (What is the amount spent for all trucks impacted?)

\$E 0 999999999

Don't know D
 Refused..... R

Q21N:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)

\$R.2 000.00 100.00

Don't know D
 Refused..... R

Q22:

After I-5 reopened, did your company's transportation-related costs immediately return to the previous level?

Yes 1 => Q27
 No..... 2
 Don't know D => Q27
 Refused..... R => Q27

Q23:

How long were your company's transportation-related costs higher than normal? (IWR: Units are days, weeks, and months on next question. Please check units on the next question.)

\$E 0 999

Don't know D => Q23B
 Refused..... R => Q23B

Q23A:

(IWR: check the unit--Number of ...)

=> Q23B si Q23==0

Days 1
 Weeks..... 2
 Months 3

Q23B:

What were the reasons for the continued costs?

Comments 1 O
 No comments 2
 Don't know D
 Refused..... R

Q26:

Would you say this loss is less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

- Less than \$1,000,000..... 1
- More than \$1,000,000..... 2 => Q26B
- Right around \$1,000,000..... 3 => Q27
- Don't know D => Q27
- Refused..... R => Q27

Q26A:

Which range of cost was closest to what you think the loss was? Was it...

- LESS THAN \$200,000 1 => Q27
- OVER \$200,000 UP TO \$400,000..... 2 => Q27
- OVER \$400,000 UP TO \$600,000..... 3 => Q27
- OVER \$600,000 UP TO \$800,000..... 4 => Q27
- OR OVER \$800,000 UP TO \$1,000,000 5 => Q27
- Over \$1,000,000..... 6 => Q27
- Don't know D => Q27
- Refused..... R => Q27

Q26B:

Which range of cost was closest to what you think the loss was? Was it...

- LESS THAN \$1,200,000 (12 million) 1
- OVER \$1,200,000 UP TO \$1,400,000..... 2
- OVER \$1,400,000 UP TO \$1,600,000..... 3
- OVER \$1,600,000 UP TO \$1,800,000..... 4
- OVER \$1,800,000 UP TO \$2,000,000..... 5
- OR OVER \$2,000,000 6
- Don't know D
- Refused..... R

Q27:

Did you recover any of the additional transportation-related costs due to the closure?

- Yes 1
- No..... 2 => Q29
- Don't know D => Q29
- Refused..... R => Q29

Q28A:

OVERTIME AND/OR OTHER EXPENSES FOR TRUCK DRIVERS

- Yes 1
- No..... 2
- Don't know D
- Refused..... R

Q28B:

ADDITIONAL FUEL COSTS

- Yes 1
- No..... 2
- Don't know D
- Refused..... R

Q28C:

ACQUIRING ADDITIONAL EQUIPMENT

Yes 1
 No.....2
 Don't knowD
 Refused..... R

Q28D:

PAYING A HIGHER RATE FOR EXPEDITED AND/OR GUARANTEED SERVICES

Yes 1
 No.....2
 Don't knowD
 Refused..... R

Q28E:

ADDITIONAL INVENTORY AND/OR STORAGE COSTS

Yes 1
 No.....2
 Don't knowD
 Refused..... R

Q28F:

OR OTHER

Yes 1
 No.....2
 Don't knowD
 Refused..... R

Q29:

Will your business make any capital or operating investments in 2008 to prevent future business disruptions due to potential closures on I-5 in South West Washington?

Yes 1
 No.....2 => Q31
 Don't knowD => Q31
 Refused..... R => Q31

Q30:

What is the estimated cost associated with this I-5 transportation disruption prevention plan for 2008?

\$E 0 999999999
 Don't knowD
 Refused..... R

Q31:

Please estimate the value of any lost sales your company experienced due to the I-5 closure. (IWR: if none please enter 0)

\$E 0 999999999
 No loss of sales0 => Q34
 Don't knowD => Q31A
 Refused..... R => Q35

Q31A:

Since you don't know, can you estimate what range would fit the additional costs? Would you say this cost was less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

=> Q33C
 si Q31>0

Less than \$10,000.....	1	=> Q31B
More than \$10,000.....	2	=> Q32
Right around \$10,000.....	3	=> Q33C
No loss of sales.....	4	=> Q34
Don't know.....	D	=> Q35
Refused.....	R	=> Q35

Q31B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$2,000.....	1	=> Q33C
OVER \$2,000 UP TO \$4,000.....	2	=> Q33C
OVER \$4,000 UP TO \$6,000.....	3	=> Q33C
OVER \$6,000 UP TO \$8,000.....	4	=> Q33C
OR OVER \$8,000 UP TO \$10,000.....	5	=> Q33C
Over \$10,000.....	6	=> Q32
Don't know.....	D	=> Q35
Refused.....	R	=> Q35

Q32:

Would you say this loss was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

Less than \$100,000.....	1	=> Q32A
More than \$100,000.....	2	=> Q33
Right around \$100,000.....	3	=> Q33C
Don't know.....	D	=> Q35
Refused.....	R	=> Q35

Q32A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$20,000.....	1	=> Q33C
OVER \$20,000 UP TO \$40,000.....	2	=> Q33C
OVER \$40,000 UP TO \$60,000.....	3	=> Q33C
OVER \$60,000 UP TO \$80,000.....	4	=> Q33C
OR OVER \$80,000 UP TO \$100,000.....	5	=> Q33C
Over \$100,000.....	6	=> Q33
Don't know.....	D	=> Q35
Refused.....	R	=> Q35

Q33:

Would you say this loss is less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

Less than \$1,000,000.....	1	=> Q33A
More than \$1,000,000.....	2	=> Q33B
Right around \$1,000,000.....	3	=> Q33C
Don't know.....	D	=> Q35
Refused.....	R	=> Q35

Q33A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$200,000	1	=> Q33C
OVER \$200,000 UP TO \$400,000.....	2	=> Q33C
OVER \$400,000 UP TO \$600,000.....	3	=> Q33C
OVER \$600,000 UP TO \$800,000.....	4	=> Q33C
OR OVER \$800,000 UP TO \$1,000,000	5	=> Q33C
Over \$1,000,000.....	6	=> Q33C
Don't know	D	=> Q35
Refused.....	R	=> Q35

Q33B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$1,200,000 (12 million)	1
OVER \$1,200,000 UP TO \$1,400,000.....	2
OVER \$1,400,000 UP TO \$1,600,000.....	3
OVER \$1,600,000 UP TO \$1,800,000.....	4
OVER \$1,800,000 UP TO \$2,000,000.....	5
OR OVER \$2,000,000	6
Don't know	D
Refused.....	R

Q33C:

How did you estimate that amount?

Comments	1	O	=> Q35
No comments	2		=> Q35
Don't know	D		=> Q35
Refused.....	R		=> Q35

Q34:

Why did your business NOT have any loss of sales or business opportunities?

Comment.....	1	O	=> Q42
No comment	2		=> Q42
Don't know	D		=> Q42
Refused.....	R		=> Q42

Q35:

What percentage of your company's total annual revenues does this LOSS represent?

\$R.2 000.00 100.00

Don't know	D
Refused.....	R

Q36:

Can you estimate the total amount of annual revenue and/or the total amount of business opportunities that were lost?

\$E 0 999999999

Don't know	D
Refused.....	R

Q37:

What percentage of your company's total lost sales due to the I-5 closure occurred in December 2007?

\$R.2 000.00 100.00

Don't know D
Refused..... R

Q38:

What percentage of your company's total lost sales occurred in January 2008?

\$R.2 000.00 100.00

Don't know D
Refused..... R

Q39:

Do you anticipate ongoing lost sales in the future due to the December 2007 I-5 closure?

Yes 1
No..... 2 => Q42
Don't know D => Q42
Refused..... R => Q42

Q40:

What is your best estimate of on-going lost sales per month?

\$E 0 999999999

Don't know D
Refused..... R

Q41:

For how long do you estimate the ongoing lost sales will continue? (IWR: Units are days, weeks, and months on the next question. Please check units on next question.)

\$E 0 999

Don't know D => Q42
Refused..... R => Q42

Q41A:

(IWR: check units--Number of)

=> Q42 si Q41==0

Days 1
Weeks..... 2
Months 3

Q42:

Now we want to talk about the recent (January 2008) I-90 closure. How would you describe the level of NEGATIVE economic impact to your business from the I-90 closure at Snoqualmie Pass that occurred from January 29 to February 1, 2008? (We are referring to the business <COMPY> located at <CITY> <STATE>.) Would you say it had...

=> Q71
 si Q06 =1 D R

NO NEGATIVE ECONOMIC IMPACT.....	1
MINOR NEGATIVE IMPACT	2
MODERATE NEGATIVE IMPACT	3
OR SEVERE NEGATIVE IMPACT	4
Don't know	D
Refused.....	R

Q43A:

CANCEL TRUCK SHIPMENTS

Yes	1
No.....	2
Don't know	D
Refused.....	R

Q43B:

POSTPONE TRUCK SHIPMENTS

Yes	1
No.....	2
Don't know	D
Refused.....	R

Q43C:

REROUTE TRUCK SHIPMENTS

Yes	1
No.....	2
Don't know	D
Refused.....	R

Q43D:

Some Other Response

Yes	1
No.....	2
Don't know	D
Refused.....	R

Q44:

How many truck shipments for your business were impacted by I-90 closure?

\$E 0 9999

Don't know	D
Refused.....	R

CHK43:

Check Q43

=> Q45A

sinon => Q51A

si Q43C=1

Q45A:

Highway 2

Yes 1

No..... 2

Don't know D

Refused..... R

Q45B:

Highway 12

Yes 1

No..... 2

Don't know D

Refused..... R

Q45C:

Highway 14

Yes 1

No..... 2

Don't know D

Refused..... R

Q45D:

I-84

Yes 1

No..... 2

Don't know D

Refused..... R

CK46:

check Q45A if Q45A = 1 go Q46A

=> Q46A

sinon => CK47

si Q45A=1

Q46A:

During I-90 closure, how many of your trucks used this (Highway 2) detour?

\$E 0 9999

Don't know D

Refused..... R

Q46B:

By how many hours did your shipment transit times increase for each truck when you used this (Highway 2) detour?

\$E 0 99

Don't know D
Refused..... R

Q46C:

What was the total additional direct cost for all trucks using this (Highway 2) detour?

\$E 0 99999

Don't know D
Refused..... R

CK47:

Check Q45B if Q45B = 1 go Q47A

=> Q47A

sinon => CK48

si Q45B=1

Q47A:

During I-90 closure, how many of your trucks used this (Highway 12) detour?

\$E 0 9999

Don't know D
Refused..... R

Q47B:

By how many hours did your shipment transit times increase for each truck when you used this (Highway 12) detour?

\$E 0 99

Don't know D
Refused..... R

Q47C:

What was the total additional direct cost for all trucks using this (Highway 12) detour?

\$E 0 99999

Don't know D
Refused..... R

CK48:

Check Q45C if Q45C=1 go to Q48A

=> Q48A

sinon => CK49

si Q45C=1

Q48A:

During I-90 closure, how many of your trucks used this (Highway 14) detour?
\$E 0 9999
Don't know D
Refused..... R

Q48B:

By how many hours did your shipment transit times increase for each truck when you used this (Highway 14) detour?
\$E 0 99
Don't know D
Refused..... R

Q48C:

What was the total additional direct cost for all trucks using this (Highway 14) detour?
\$E 0 99999
Don't know D
Refused..... R

CK49:

Check Q45D if Q45A =4 go to Q49A

=> Q49A sinon => Q51A si Q45D=1

Q49A:

During I-90 closure, how many of your trucks used this (I-84) detour?
\$E 0 9999
Don't know D
Refused..... R

Q49B:

By how many hours did your shipment transit times increase for each truck when you used this (I-84) detour?
\$E 0 99
Don't know D
Refused..... R

Q49C:

What was the total additional direct cost for all trucks using this (I-84) detour?
\$E 0 99999
Don't know D
Refused..... R

Q50A:

AVAILABLE OPEN HIGHWAY ROUTES WERE USED

Yes 1
No.....2
Don't knowD
Refused..... R

Q50B:

LESS SEVERE WEATHER

Yes 1
No.....2
Don't knowD
Refused..... R

Q50C:

NEAREST ALTERNATIVE OPEN ROUTE WERE USED

Yes 1
No.....2
Don't knowD
Refused..... R

Q50D:

SAFEST ROUTE

Yes 1
No.....2
Don't knowD
Refused..... R

Q50E:

OR SOME OTHER REASON (PLEASE SPECIFY)

Yes 1 O
No.....2
Don't knowD
Refused..... R

Q51A:

HIGHWAY POSTED RADIO CHANNEL

Yes 1
No.....2
Don't knowD
Refused..... R

Q51B:

COMPANY DISPATCH OR CONTACT

Yes 1
No.....2
Don't knowD
Refused..... R

Q51C:

TRUCK WEIGH STATION

Yes 1
No.....2
Don't knowD
Refused..... R

Q51D:

WSDOT WEBSITE

Yes 1
No.....2
Don't knowD
Refused..... R

Q51E:

WSDOT FREIGHT EMAIL LISTSERVE

Yes 1
No.....2
Don't knowD
Refused..... R

Q51F:

MEDIA, INCLUDING TV OR RADIO OR PRINT

Yes 1
No.....2
Don't knowD
Refused..... R

Q51G:

STATE PATROL

Yes 1
No.....2
Don't knowD
Refused..... R

Q51H:

OTHER (PLEASE SPECIFY)

Yes 1 O
No.....2
Don't knowD
Refused..... R

Q52:

Next, we are interested in the total additional freight-transportation-related costs your business incurred during the I-90 closure. What were your company's total ADDITIONAL costs incurred during the I-90 closure at Snoqualmie Pass? (DEF: Additional costs: That is all additional costs beyond the amount normally incurred for all trucks initially directed to use I-90.)

\$E 0 999999999

Don't knowD => Q52A
Refused..... R => Q55A

Q52A:

Since you don't know, can you estimate what range would fit the additional costs? Would you say this cost was less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

=> Q55A
 si Q52>0 OR Q52==0

Less than \$10,000.....	1	=> Q52B
More than \$10,000.....	2	=> Q53
Right around \$10,000.....	3	=> Q55A
Don't know.....	D	=> Q55A
Refused.....	R	=> Q55A

Q52B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$2,000.....	1	=> Q55A
OVER \$2,000 UP TO \$4,000.....	2	=> Q55A
OVER \$4,000 UP TO \$6,000.....	3	=> Q55A
OVER \$6,000 UP TO \$8,000.....	4	=> Q55A
OR OVER \$8,000 UP TO \$10,000.....	5	=> Q55A
Over \$10,000.....	6	=> Q53
Don't know.....	D	=> Q55A
Refused.....	R	=> Q55A

Q53:

Would you say this loss was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

Less than \$100,000.....	1	=> Q53A
More than \$100,000.....	2	=> Q54
Right around \$100,000.....	3	=> Q55A
Don't know.....	D	=> Q55A
Refused.....	R	=> Q55A

Q53A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$20,000.....	1	=> Q55A
OVER \$20,000 UP TO \$40,000.....	2	=> Q55A
OVER \$40,000 UP TO \$60,000.....	3	=> Q55A
OVER \$60,000 UP TO \$80,000.....	4	=> Q55A
OR OVER \$80,000 UP TO \$100,000.....	5	=> Q55A
Over \$100,000.....	6	=> Q54
Don't know.....	D	=> Q55A
Refused.....	R	=> Q55A

Q54:

Would you say this loss was less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

Less than \$1,000,000.....	1	=> Q54A
More than \$1,000,000.....	2	=> Q54B
Right around \$1,000,000.....	3	=> Q55A
Don't know.....	D	=> Q55A
Refused.....	R	=> Q55A

Q54A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$200,000	1	=> Q55A
OVER \$200,000 UP TO \$400,000.....	2	=> Q55A
OVER \$400,000 UP TO \$600,000.....	3	=> Q55A
OVER \$600,000 UP TO \$800,000.....	4	=> Q55A
OR OVER \$800,000 UP TO \$1,000,000	5	=> Q55A
Over \$1,000,000.....	6	=> Q55A
Don't know	D	=> Q55A
Refused.....	R	=> Q55A

Q54B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$1,200,000 (12 million)	1
OVER \$1,200,000 UP TO \$1,400,000.....	2
OVER \$1,400,000 UP TO \$1,600,000.....	3
OVER \$1,600,000 UP TO \$1,800,000.....	4
OVER \$1,800,000 UP TO \$2,000,000.....	5
OR OVER \$2,000,000	6
Don't know	D
Refused.....	R

Q55A:

Next, I will read a series of items that might have contributed to your company's additional costs during the I-90 closure. For each item, please first give me the amount spent for all trucks impacted. And, secondly, the percentage that item represents of the total additional costs. The first one is Overtime hours and other truck drivers' expenses. What is the amount spent for all trucks impacted (by I-90 closure)?

\$E 0 999999999

Don't know	D
Refused.....	R

Q55B:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)

\$R.2 000.00 100.00

Don't know	D
Refused.....	R

Q55C:

The next one is Additional fuel costs (due to I-90 closure). (What is the amount spent for all trucks impacted?)

\$E 0 999999999

Don't know	D
Refused.....	R

Q55D:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)

\$R.2 000.00 100.00

Don't know D
Refused..... R

Q55E:

(The next one is) Acquiring additional equipment (due to I-90 closure). (What is the amount spent for all trucks impacted?)

\$E 0 999999999

Don't know D
Refused..... R

Q55F:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)

\$R.2 000.00 100.00

Don't know D
Refused..... R

Q55G:

(The next one is) Paying a higher rate for expedited and/or guaranteed services (associated with the I-90 closure). (What is the amount spent for all trucks impacted?)

\$E 0 999999999

Don't know D
Refused..... R

Q55H:

What percentage of additional costs (for all trucks) is this? (IWR: If R said 0 for the amount code percentage as 0 and do not ask this question)

\$R.2 000.00 100.00

Don't know D
Refused..... R

Q55I:

(The next one is) Additional inventory and/or storage costs (associated with I-90 closure). (What is the amount spent for all trucks impacted?)

\$E 0 999999999

Don't know D
Refused..... R

Q55J:

What percentage of additional costs (for all trucks) is this?

\$R.2 000.00 100.00

Don't know D
Refused..... R

Q55K:

(The next one is) Damages including perishables or other goods (associated with I-90 closure). (What is the amount spent for all trucks impacted?)

\$E 0 999999999

Don't know D
 Refused..... R

Q55L:

What percentage of additional costs (for all trucks) is this?

\$R.2 000.00 100.00

Don't know D
 Refused..... R

Q55M:

The last one is any other reasons or items that have contributed to I-90 losses we have not covered. (What is the amount spent for all trucks impacted?)

\$E 0 999999999

Don't know D
 Refused..... R

Q55N:

What percentage of additional costs (for all trucks) is this?

\$R.2 000.00 100.00

Don't know D
 Refused..... R

Q56:

After I-90 reopened, did your company's transportation-related costs immediately return to the previous level?

Yes 1 => Q62
 No..... 2
 Don't know D => Q62
 Refused..... R => Q62

Q57:

How long were your company's transportation-related costs higher than normal? (IWR: Units are days, weeks, and months on next question. Check units on the next question.)

\$E 0 999

Don't know D => Q58
 Refused..... R => Q58

Q57A:

(IWR: check units--Number of)

=> Q58
 si Q57==0

Days 1
 Weeks..... 2
 Months 3

Q58:

What were the reasons for the continued costs?

- Comments 1 O
- No comments 2
- Don't know D
- Refused..... R

Q59:

What was the total amount of additional transportation-related costs paid by your company AFTER I-90 reopened?

\$E 0 999999999

- Don't know D => Q59A
- Refused..... R => Q62

Q59A:

Since you don't know, can you estimate what range would fit the additional costs? Would you say this cost was less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

=> Q62
 si Q59>0 OR Q59==0

- Less than \$10,000..... 1 => Q59B
- More than \$10,000 2 => Q60
- Right around \$10,000..... 3 => Q62
- Don't know D => Q62
- Refused..... R => Q62

Q59B:

Which range of cost was closest to what you think the loss was? Was it...

- LESS THAN \$2,000 1 => Q62
- OVER \$2,000 UP TO \$4,000..... 2 => Q62
- OVER \$4,000 UP TO \$6,000..... 3 => Q62
- OVER \$6,000 UP TO \$8,000..... 4 => Q62
- OR OVER \$8,000 UP TO \$10,000 5 => Q62
- Over \$10,000..... 6 => Q60
- Don't know D => Q62
- Refused..... R => Q62

Q60:

Would you say this loss was less than \$100,000, more than \$100,000, or right around \$100,000?

- Less than \$100,000..... 1 => Q60A
- More than \$100,000 2 => Q61
- Right around \$100,000..... 3 => Q62
- Don't know D => Q62
- Refused..... R => Q62

Q60A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$20,000	1	=> Q62
OVER \$20,000 UP TO \$40,000.....	2	=> Q62
OVER \$40,000 UP TO \$60,000.....	3	=> Q62
OVER \$60,000 UP TO \$80,000.....	4	=> Q62
OR OVER \$80,000 UP TO \$100,000	5	=> Q62
Over \$100,000.....	6	=> Q61
Don't know	D	=> Q62
Refused.....	R	=> Q62

Q61:

Would you say this loss is less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million)?

less than \$1,000,000.....	1	=> Q62
more than \$1,000,000.....	2	=> Q61A
right around \$1,000,000.....	3	=> Q62
Don't know	D	=> Q62
Refused.....	R	=> Q62

Q61A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$200,000	1	=> Q62
OVER \$200,000 UP TO \$400,000.....	2	=> Q62
OVER \$400,000 UP TO \$600,000.....	3	=> Q62
OVER \$600,000 UP TO \$800,000.....	4	=> Q62
OR OVER \$800,000 UP TO \$1,000,000	5	=> Q62
Over \$1,000,000.....	6	=> Q62
Don't know	D	=> Q62
Refused.....	R	=> Q62

Q61B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$1,200,000 (12 million)	1
OVER \$1,200,000 UP TO \$1,400,000.....	2
OVER \$1,400,000 UP TO \$1,600,000.....	3
OVER \$1,600,000 UP TO \$1,800,000.....	4
OVER \$1,800,000 UP TO \$2,000,000.....	5
OR OVER \$2,000,000	6
Don't know	D
Refused.....	R

Q62:

Did you recover any of the additional costs due to the closure?

Yes	1	
No.....	2	=> Q63
Don't know	D	=> Q63
Refused.....	R	=> Q63

Q62A:

OVERTIME AND/OR OTHER EXPENSES FOR TRUCK DRIVERS

Yes 1
No.....2
Don't knowD
Refused..... R

Q62B:

ADDITIONAL FUEL COSTS

Yes 1
No.....2
Don't knowD
Refused..... R

Q62C:

ACQUIRING ADDITIONAL EQUIPMENT

Yes 1
No.....2
Don't knowD
Refused..... R

Q62D:

PAYING A HIGHER RATE FOR EXPEDITED AND/OR GUARANTEED SERVICES

Yes 1
No.....2
Don't knowD
Refused..... R

Q62E:

ADDITIONAL INVENTORY AND/OR STORAGE COSTS

Yes 1
No.....2
Don't knowD
Refused..... R

Q62F:

OR OTHER

Yes 1
No.....2
Don't knowD
Refused..... R

Q63:

Will your business make any capital or operating investments in 2008 to prevent future business disruptions due to potential closures of I-90 at Snoqualmie Pass?

Yes 1
No.....2 => Q64
Don't knowD => Q64
Refused..... R => Q64

Q63A:

What is the estimated cost associated with this I-90 transportation disruption prevention plan in 2008?

\$E 0 999999999

Don't know D
 Refused..... R

Q64:

Please estimate the value of any lost sales your company experienced due to the I-90 closure.

\$E 0 999999999

No loss of sales 0 => Q67
 Don't know D => Q64A
 Refused..... R => Q66C

Q64A:

Since you don't know, can you estimate what range would fit the additional costs? Would you say this cost was less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

=> Q66C
 si Q64>0

Less than \$10,000..... 1 => Q64B
 More than \$10,000 2 => Q65
 Right around \$10,000..... 3 => Q66C
 no loss of sales 4 => Q67
 Don't know D => Q68A
 Refused..... R => Q68A

Q64B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$2,000 1 => Q66C
 OVER \$2,000 UP TO \$4,000..... 2 => Q66C
 OVER \$4,000 UP TO \$6,000..... 3 => Q66C
 OVER \$6,000 UP TO \$8,000..... 4 => Q66C
 OR OVER \$8,000 UP TO \$10,000..... 5 => Q66C
 Over \$10,000..... 6 => Q65
 Don't know D => Q68A
 Refused..... R => Q68A

Q65:

Would you say this loss was less than \$100,000, more than \$100,000, or right around \$100,000 dollars?

less than \$100,000 1 => Q65A
 more than \$100,000..... 2 => Q66
 right around \$100,000 3 => Q66C
 Don't know D => Q68A
 Refused..... R => Q68A

Q65A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$20,000	1	=> Q66C
OVER \$20,000 UP TO \$40,000.....	2	=> Q66C
OVER \$40,000 UP TO \$60,000.....	3	=> Q66C
OVER \$60,000 UP TO \$80,000.....	4	=> Q66C
OR OVER \$80,000 UP TO \$100,000	5	=> Q66C
Over \$100,000.....	6	=> Q66
Don't know	D	=> Q68A
Refused.....	R	=> Q68A

Q66:

Would you say this loss was less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

Less than \$1,000,000.....	1	=> Q66A
More than \$1,000,000	2	=> Q66B
Right around \$1,000,000.....	3	=> Q66C
Don't know	D	=> Q68A
Refused.....	R	=> Q68A

Q66A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$200,000	1	=> Q66C
OVER \$200,000 UP TO \$400,000.....	2	=> Q66C
OVER \$400,000 UP TO \$600,000.....	3	=> Q66C
OVER \$600,000 UP TO \$800,000.....	4	=> Q66C
OR OVER \$800,000 UP TO \$1,000,000	5	=> Q66C
Over \$1,000,000.....	6	=> Q66C
Don't know	D	=> Q68A
Refused.....	R	=> Q68A

Q66B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$1,200,000 (12 million)	1
OVER \$1,200,000 UP TO \$1,400,000.....	2
OVER \$1,400,000 UP TO \$1,600,000.....	3
OVER \$1,600,000 UP TO \$1,800,000.....	4
OVER \$1,800,000 UP TO \$2,000,000.....	5
OR OVER \$2,000,000	6
Don't know	D
Refused.....	R

Q66C:

How did you estimate that amount?

\$R.2 000.00 100.00		
Comments	1	O => Q68A
No comments	2	=> Q68A
Don't know	D	=> Q68A
Refused.....	R	=> Q68A

Q67:

Why did your business NOT have any loss of sales or business opportunities?

Comments 1 O => Q71
 No comments 2 => Q71
 Don't know D => Q71
 Refused..... R => Q71

Q68A:

What percentage of your company's total annual revenues does this LOSS represent?

\$R.2 000.00 100.00
 Don't know D
 Refused..... R

Q68B:

What percentage of your company's total lost sales due to the I-90 closure occurred in January and February 2008?

\$R.2 000.00 100.00
 Don't know D
 Refused..... R

Q69A:

Do you anticipate ongoing lost sales in the future due to the January 29 to February 1 I-90 closure?

Yes 1
 No..... 2 => Q71
 Don't know D => Q71
 Refused..... R => Q71

Q69B:

What is your best estimate of on-going lost sales per month?

\$E 0 999999999
 Don't know D
 Refused..... R

Q70:

For how long do you anticipate this ongoing lost sales will continue? (IWR: Units are days, weeks, and months on the next question. Please check units on next question.)

\$E 0 999
 Don't know D => Q71
 Refused..... R => Q71

Q70A:

(IWR: check units--Number of)

=> Q71 si Q70==0

Days 1
 Weeks..... 2
 Months 3
 Years 4

Q73:

Would you say your total annual sales (revenue) was less than \$1,000,000 (one million), more than \$1,000,000 (one million), or right around 1,000,000 (one million) dollars?

- Less than \$1,000,000..... 1 => Q73A
- More than \$1,000,000..... 2 => Q73B
- Right around \$1,000,000..... 3 => Q74
- Don't know D => Q74
- Refused..... R => Q74

Q73A:

Which range of total annual sales (revenue) was closest to what you think it was? Was it...

- LESS THAN \$200,000 1 => Q74
- OVER \$200,000 UP TO \$400,000..... 2 => Q74
- OVER \$400,000 UP TO \$600,000..... 3 => Q74
- OVER \$600,000 UP TO \$800,000..... 4 => Q74
- OR OVER \$800,000 UP TO \$1,000,000 5 => Q74
- Over \$1,000,000..... 6 => Q74
- Don't know D => Q74
- Refused..... R => Q74

Q73B:

Which range of total annual sales (revenue) was closest to what you think it was? Was it...

- LESS THAN \$1,200,000 (12 million) 1
- OVER \$1,200,000 UP TO \$1,400,000..... 2
- OVER \$1,400,000 UP TO \$1,600,000..... 3
- OVER \$1,600,000 UP TO \$1,800,000..... 4
- OVER \$1,800,000 UP TO \$2,000,000..... 5
- OR OVER \$2,000,000 6
- Don't know D
- Refused..... R

Q74:

What is your job title?

Q75:

If we have any questions and wish to follow up, may we contact you?

- Yes 1
- No..... 2
- Don't know D
- Refused..... R

Q76:

Would you like to receive the survey results by e-mail or have them mailed to you?

- Yes, email me the website for the report..... 1
- Yes, send me a hard copy..... 2
- No..... 3 => THX

Q76A:

Email:

=> THX
si Q76=3

Q76B:

Name:

Q76C:

Telephone:

Q76D:

Address:

Q76E:

City

Q76F:

State:

Q76G:

Zip code:

THX:

That's my last question. I really want to thank you for the time you have spent with me today. If you have any additional comments, I can note them now.

Yes, comments 1

No comments 2

Interviewer Materials

WAI5 – WDOT Survey of I5, I90 closures

FREQUENTLY ASKED QUESTIONS

Access #: 288-097-608

SESRC 800#: 1-800-833-0867

Q. HOW DID YOU GET MY NAME?

A. The information was provided to us by the Washington State Department of Transportation Freight Systems Division. WSDOT selected businesses that are most likely to have been affected by the recent weather related closures of Interstate-5 and Interstate-90.

Your name and address was randomly selected from businesses with certain NAICS (The North American Industry Classification System) codes that are from trucking industry classification overlaid with 7 regions of Washington.

Q. WHAT IS THE PURPOSE OF THIS STUDY?

A. The purpose of the survey is to obtain information from shipping, receiving, and trucking businesses with emphasis of those businesses reliant on Interstate-5 and Interstate-90 transportation through Washington.

Q. CAN I COMPLETE THE SURVEY ONLINE?

A. Yes, you can log on to www.opinion.wsu.edu/interstate (give respondent his/her access code) to complete the survey.

Q. WHO IS SPONSORING THIS STUDY?

A. The study is funded by the Washington State Department of Transportation Freight Systems Division.

Q. WHO ARE YOU? WHO IS CONDUCTING THIS INTERVIEW?

A. I am a (student/resident of Pullman, Washington) working part-time for the Social and Economic Sciences Research Center (SESRC) at Washington State University.

Q. HOW WILL MY ANSWERS BE USED AND WILL THEY BE KEPT CONFIDENTIAL?

A. The information you provide will give planners the necessary information to make critical decisions on investments for providing safe and productive transportation routes.

Q. WHO CAN I CONTACT WITH QUESTIONS OR TO VERIFY THE LEGITIMACY OF THIS STUDY?

A. I would be glad to give you our telephone number here at SESRC, and you can call my supervisor. You can contact my supervisor at 800-833-0867. You may also visit our website at <http://www.sesrc.wsu.edu>.

IF R ASKS FOR A NAME OF SUPERVISOR

My supervisor's name is.... (Ryan Paulson, Tony Hernandez, or Jessie Aguilar)

The Study Director is Yi Jen Wang and she can be reached at 800-833-0867 or sesrcweb1@wsu.edu.

Barbara Ivanov at the Washington State Department of Transportation Freight Systems Division can be reached at 360-705-7932 or ivanovb@wsdot.wa.gov.

Q. WHO CAN I CONTACT ABOUT MY RIGHTS?

A. If you have any questions concerning your rights about participating in this project, please contact 509-335-3668 and ask for the IRB Coordinator or email irb@wsu.edu. Please refer to IRB number 10246.

Q. IS THIS CONFIDENTIAL?

A. Yes. Your responses for the business will only be reported in aggregate along with other people's responses in any reports. Also, because we conduct many surveys maintaining confidentiality is extremely important to the success of our research center. Therefore, we are very careful to protect your privacy.

Q. R IS REGISTERED ON THE DO NOT CALL LIST

A. The Do Not Call list applies to sales or telemarketing calls only. We are not selling anything and our sole purpose for calling is to conduct a survey to gather information and opinions for decision makers. Your opinions are extremely valuable and we would really appreciate your help with this project.

Q. CAN I GET A COPY OF THE RESULTS?

A. Yes. I can take your name and address at the end of the interview so we can send you a copy of the results when they are ready.

Procedures when calling on WAI5

Possible duplicate cases: There are some possible duplicates in the sample. Several companies have been selected but for different sites. As we call through the fresh sample and come upon these cases

Transferred to a Corporate or National Office:

While calling if you are transferred or give the number for a National or Corporate Office you need to note the new number and then call the Corporate office. When you call you need to make sure the person whom you speak to know you are calling about a specific Company located in a specific town or region. If the person is unwilling to give interview for all companies located in different regions, ask for the most impacted region and see if they want to do another survey for another region. Be sure to put in note which region R is doing interview for.

Leaving message with secretaries or receptionist

When you leave a message with a secretary or receptionist leave an F9 note who you left the message with and then code the case as a WB.

Partial Complete with a web intent

There is a new code "PW" this is used when someone starts the interview but then decides to complete the survey on-line.

F9 notes

Make sure you leave detailed F9 notes on current status of case for the next interviewer. This helps the next person (which could be you) be better prepared to complete the survey.

Closure dates

Periods of closed days in the survey are just used as references to help respondents recall impacts of the events. The impact is beyond the closed days therefore we are asking the impacts overall not just during those closure dates.

Appendix A. Human Subjects Approval

MEMORANDUM

TO: DANNA MOORE,

FROM: Malathi Jandhyala (for) Kris Miller, Chair, WSU Institutional Review Board (3005)

DATE: 2/6/2008

SUBJECT: Certification of Exemption, IRB Number 10246-001

Based on the Exemption Determination Application submitted for the study titled Economic Impact of I-5 Closure on Shipping, Freight, and Trucking Businesses - 2008 (WAI5), and assigned IRB # 10246, the WSU Institutional Review Board has determined that the study satisfies the criteria for Exempt Research contained in 45CFR 46.

Exempt certification does not relieve the investigator from the responsibility of providing continuing attention to protection of human subjects participating in the study and adherence to ethical standards for research involving human participants.

This certification is valid only for the study protocol as it was submitted to the IRB. Studies certified as Exempt are not subject to annual review. If any changes are made to the study protocol, you must submit the changes to the IRB for determination that the study remains Exempt before implementing the changes. Request for Amendment forms are available online at <http://www.irb.wsu.edu/forms.asp>.

In accordance with federal regulations, this Certification of Exemption and a copy of the study protocol identified by this certification must be kept by the principal investigator for THREE years following completion of the project.

It is important to note that certification of exemption is not approval by the IRB. The study materials should not include the statement that the WSU IRB has reviewed and approved the study for human subject participation.

Washington State University is covered under Human Subjects Assurance Number FWA00002946 which is on file with the Office for Human Research Protections.

If you have questions, please contact the Institutional Review Board at (509) 335-3668 . Any revised materials

can be mailed to the Office of Research Assurances (Campus Zip 3005), faxed to (509) 335-6410 , or in some cases by electronic mail, to irb@mail.wsu.edu.

Review Type: New Protocol

Review Category: Exempt

Date Received: 2/5/2008

Exemption Category: 45 CFR 46.101 (b)(2)

OGRD No.: N/A

Funding Agency: Barbara Ivanov (Freight Systems Div., WSDOT)

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MEMORANDUM

TO: DANNA MOORE

FROM: Patrick Conner (for) Kris Miller, Chair, WSU Institutional Review Board (3005)

DATE: 2/27/2008

SUBJECT: Review of Protocol Modification Request, IRB Number #10246-002

Your proposal to amend the protocol titled "Economic Impact of I-5 Closure on Shipping, Freight, and Trucking Businesses - 2008 (WAI5)", IRB Number 10246-002 was reviewed for the protection of the subjects participating in the study. Based on the information received from you, the IRB has approved your amendment request on 2/27/2008.

This amendment includes Change of sample population from area businesses to trucking companies and freight-dependent companies that own commercial trucks. Identifying information will also be turned over to the WSDOT.

IRB approval indicates that the amendments described to the previously approved study protocol do not alter the exemption status of the previously certified application. This approval does not relieve the investigator from the responsibility of providing continuing attention to ethical considerations involved in the utilization of subjects participating in the study.

It is important to note that this approval is for the amended research protocol, and does not alter the existing continuing review schedule.

If any more changes are made to the study protocol you must notify the IRB and receive approval before implementation.

If you have questions, please contact the Institutional Review Board at (509) 335-3668 . Any revised materials

can be mailed to Office of Research Assurances (Campus Zip 3005), faxed to (509) 335-6410 , or in some cases by electronic mail, to irb@wsu.edu.

Review Type: Exempt
Review Category: Exempt
Date Received: 2/25/2008
OGRD No.: N/A
Agency: N/A

Thank You,

Institutional Review Board
Patrick Conner
Office of Research Assurances
PO Box 643005
Pullman, WA 99164-3005

Phone: (509) 335-7195
Fax: (509) 335-6410
patrick_conner@wsu.edu

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