

**GRAPHICAL SUMMARY 08-014
WA-RD 708.4**

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

A Telephone and Web Survey

March 25, 2008

Prepared for

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Introduction Overview

The Social & Economic Sciences Research Center (SESRC) at Washington State University conducted a mixed mode (telephone and Internet) survey for Barbara Ivanov and George Xu of the Washington State Department of Transportation (WSDOT) Freight Systems Division. This study designs and implements a survey of Washington State Freight, Shipping, and Trucking Businesses to determine the economic impact of the I-5 and I-90 emergency highway closures that occurred during December 2007 and January 2008. The purpose of the survey is to obtain information from companies in trucking industry and companies in freight dependent sectors who also own commercial trucks with emphasis of those businesses reliant on Interstate-5 through SW Washington and Interstate-90 transportation which connects Eastern and Western Washington through the Cascade mountain pass. WSDOT plans to use this information to help the state government make better decisions on highway transportation related issues.

Survey Sample Methodology

The mix mode survey of businesses in the trucking industry was conducted in February and March 2008. This mix mode survey approach involves a combination of telephone survey, supplemented by a postal letter that serves as a pre-notification about the survey and a web survey option. The population for the survey consisted of all businesses in trucking industry registered in the State of Washington and companies in freight dependent sectors who also own commercial trucks that are registered in the State of Washington. The survey sample included a total of 2,758 businesses. Among these, 2045 were businesses in trucking industry and 713 were from businesses in freight dependent sectors that also own commercial trucks.

Respondents were first sent a pre-notification letter telling them that the SESRC may be contacting them by telephone to conduct an approximately 15-20 minute telephone survey. Respondents had the option to complete the survey on the Internet if they prefer to do so. The pre-notification letter included a unique access code along with the Internet survey web URL that respondents could use to access the survey.

The Social & Economic Sciences Research Center worked together with Washington State Department of Transportation Freight Systems Division staff to develop the questionnaire. The questionnaire contained 76 questions and 216 variables. The respondent had a choice of either completing a telephone interview or Internet version of the questionnaire. Copies of both the Computer assisted Telephone Interviewing System (cati) script and the web screens are available in the project data report (08-016).

The telephone interview had an average length of 20.5 minutes. The respondents were given the option of completing the survey on the Internet at one time or they could interrupt survey completion or break the interview with shorter length at one time if they needed more time to answer the survey questions.

The sample disposition calculations recommended by the American Association for Public Opinion Research (AAPOR) to calculate the final survey response rates for the survey. Of the 2,758 businesses, 1289 responded by telephone, and 237 responded by web yielding a 69.6% response rate. Among the 1289 responses by telephone, 272 completed the whole questionnaire and 18 partially completed the questionnaires. The other 999 businesses responded by phone and indicated that they were not impacted by the I-5 or I-90 closures at all during December 2007 or January 2008. The response rate of this survey is higher on average compared to other surveys of shippers. This underscores the importance and impact of these events for freight dependent businesses conducted with this same methodology. The survey's response disposition table is included at the end of this executive summary.

Sample Error

For this survey, completed interviews were obtained from 1,750 of 2045 estimated businesses in trucking industry plus 2690¹ other freight sectors truck owners in Washington State, yielding a margin of error of about $\pm 1.9\%$ at the 95 percent confidence level.

Response Rate

The following table displays the response rate calculations for all completed questionnaires received both by mail and completed online. With 1,750 total responses, the overall **response rate** is 69.6%.

¹ 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.

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
Company responded telephone but indicated 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 (including company policy doesn't do survey)	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

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 dataset reporting for all trucks.

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

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%

Data Report

The project data report (08-016) for this survey contains the project information used in conducting the survey and in preparing this executive summary. The data report includes copies of the questionnaire, web survey screenshots, prior letter, frequency tabulations of all survey variables. The data report also includes a CD containing other survey deliverables. Included on the CD are: a survey dataset of the combined phone and web survey responses, a survey frequency listing file, open ended comments to the survey, a web survey screenshot file, the graphical summary, and the final data report.

Detailed Survey Results

The remaining pages of this graphical summary display the survey results from businesses participating in this survey. The results are based on the 1283 businesses who completed a questionnaire by phone and the 235 who completed it on the Internet (1518 total respondents). 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.

In this part, each page displays a frequency table showing the number and percent of respondents giving responses to each question. When possible, a graphic chart showing the results is presented as well.

Note:

The frequency tables show the percent of people giving each possible response to questions. This percent includes any "missing" responses that are due to people not answering a question. The tables also show a "valid" percent, which excludes these "missing" values in the calculation of the percent.

Sample Statistics**emp_count Categorical Employee Count)**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 1 Less than 10	851	56.1	56.1	56.1
2 10 - 19	248	16.3	16.3	72.4
3 20 - 29	130	8.6	8.6	81.0
4 30 - 39	71	4.7	4.7	85.6
5 40 - 49	41	2.7	2.7	88.3
6 50 and Over	177	11.7	11.7	100.0
Total	1518	100.0	100.0	

Statistics**EstimatedSales Estimated Sales -- SAMPLE**

N	Valid	1518
	Missing	0
Mean		6384711.37
Median		2194120.00
Std. Deviation		1773293.237
Minimum		0
Maximum		259711139

NAICS First 2 digits of NAICS Code -- SAMPLE

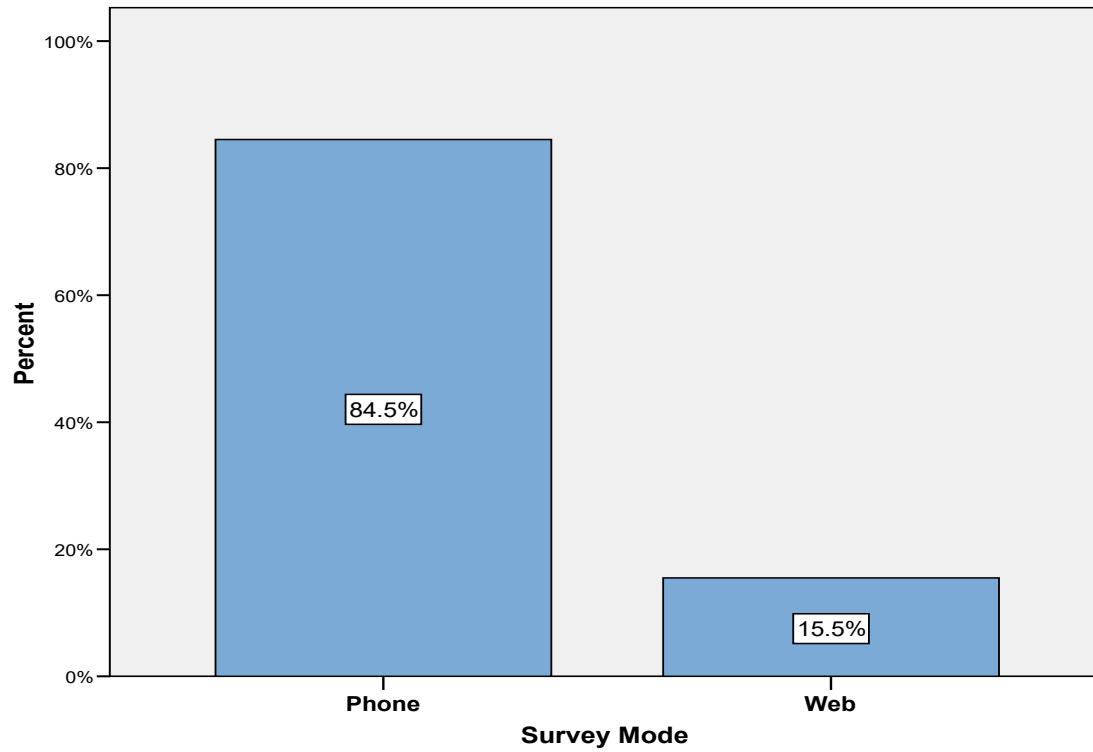
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 11	7	.5	.5	.5
23	28	1.8	1.8	2.3
31	22	1.4	1.4	3.8
32	31	2.0	2.0	5.8
33	31	2.0	2.0	7.8
42	154	10.1	10.1	18.0
44	133	8.8	8.8	26.7
45	14	.9	.9	27.7
48	1098	72.3	72.3	100.0
Total	1518	100.0	100.0	

WTP_Region WTP Region -- SAMPLE

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Central Puget Sound	708	46.6	46.6	46.6
	Coastal Counties	91	6.0	6.0	52.6
	Columbia Basin & North Centr	57	3.8	3.8	56.4
	Columbia Basin & North Centra	172	11.3	11.3	67.7
	Columbia Basin & North Central WA	1	.1	.1	67.8
	Northwest Region	75	4.9	4.9	72.7
	Southeast WA	110	7.2	7.2	80.0
	Spokane	110	7.2	7.2	87.2
	Unknown/multiple	11	.7	.7	87.9
	Vancouver /Southwest WA Metr	65	4.3	4.3	92.2
	Vancouver /Southwest WA Metro	118	7.8	7.8	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	





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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?

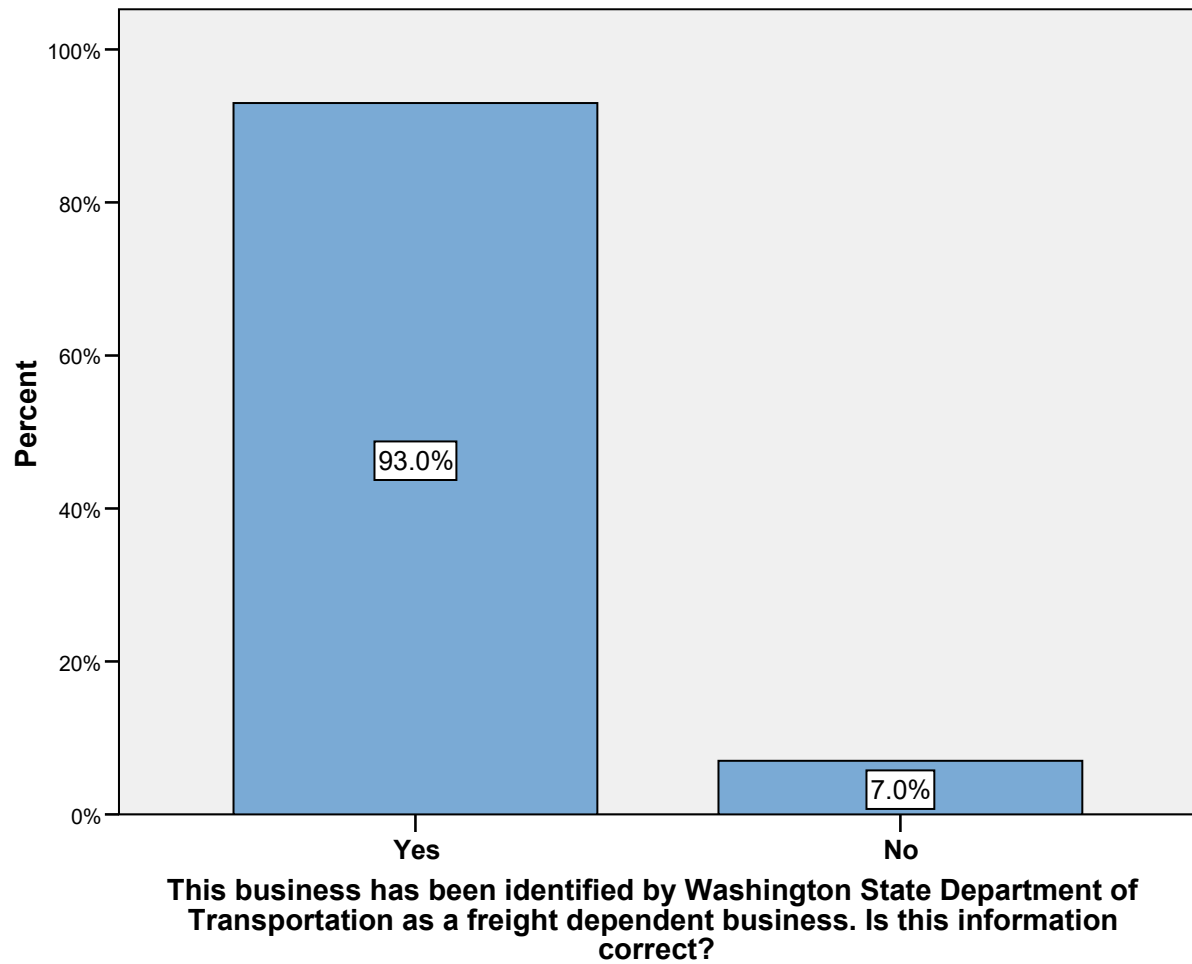
- ☐ Yes
☐ No

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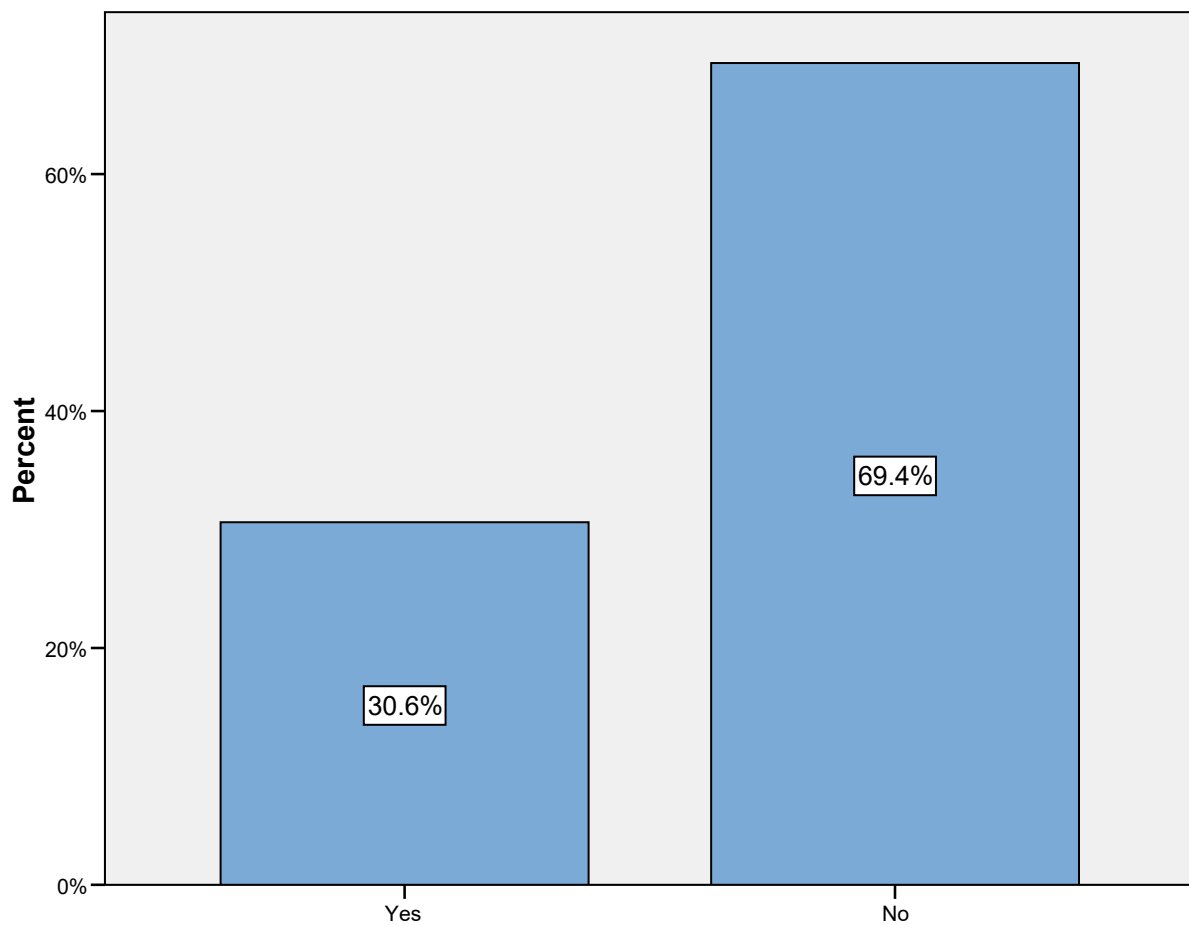
Q01 This business has been identified by Washington State Department of Transportation as a freight dependent business. Is this information correct?

		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		



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



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I-5 & I-90 Economic Impact Survey

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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?

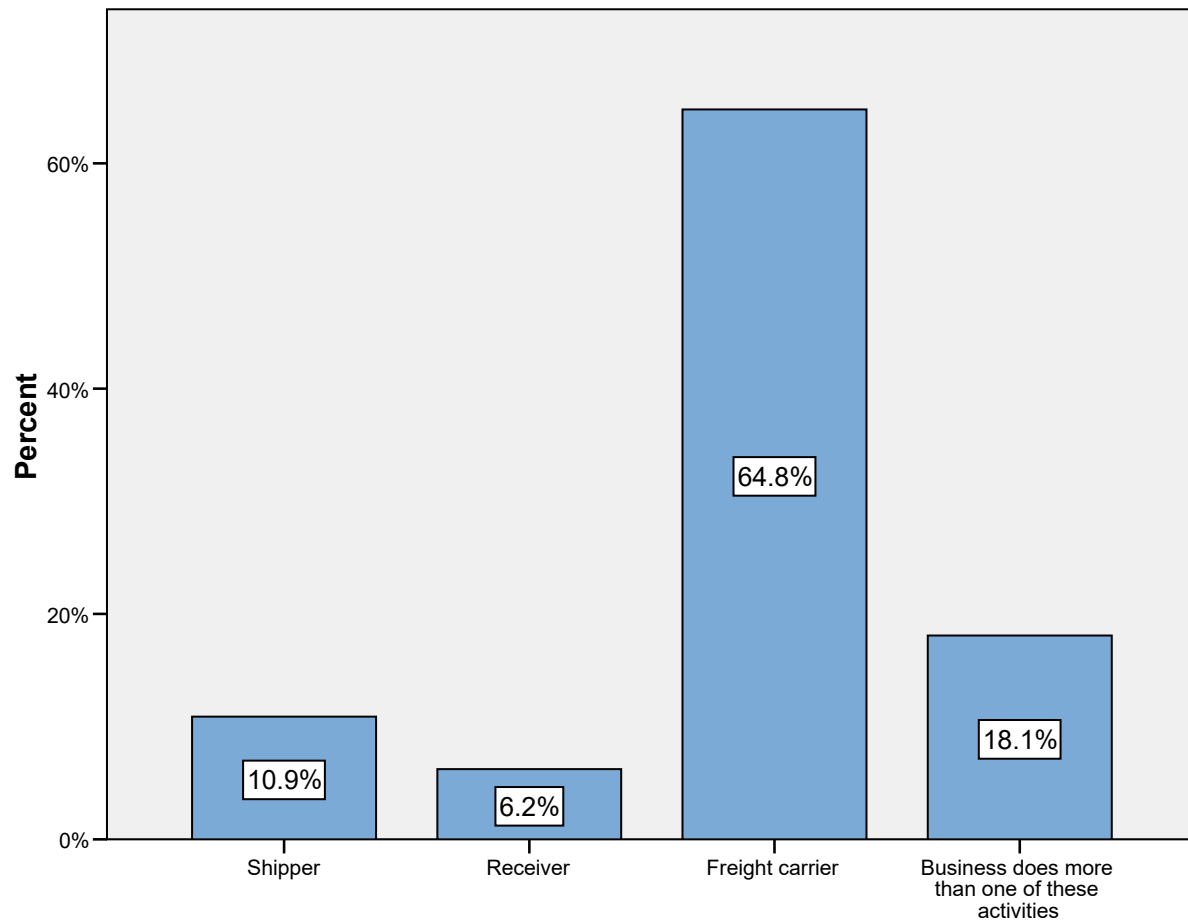
- ☐ Shipper
☐ Receiver
☐ Freight carrier
☐ Business does more than one of these activities

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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		



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

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I-5 & I-90 Economic Impact Survey

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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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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



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I-5 & I-90 Economic Impact Survey

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Do you routinely ship or receive any perishable products?☒ Yes☐ No

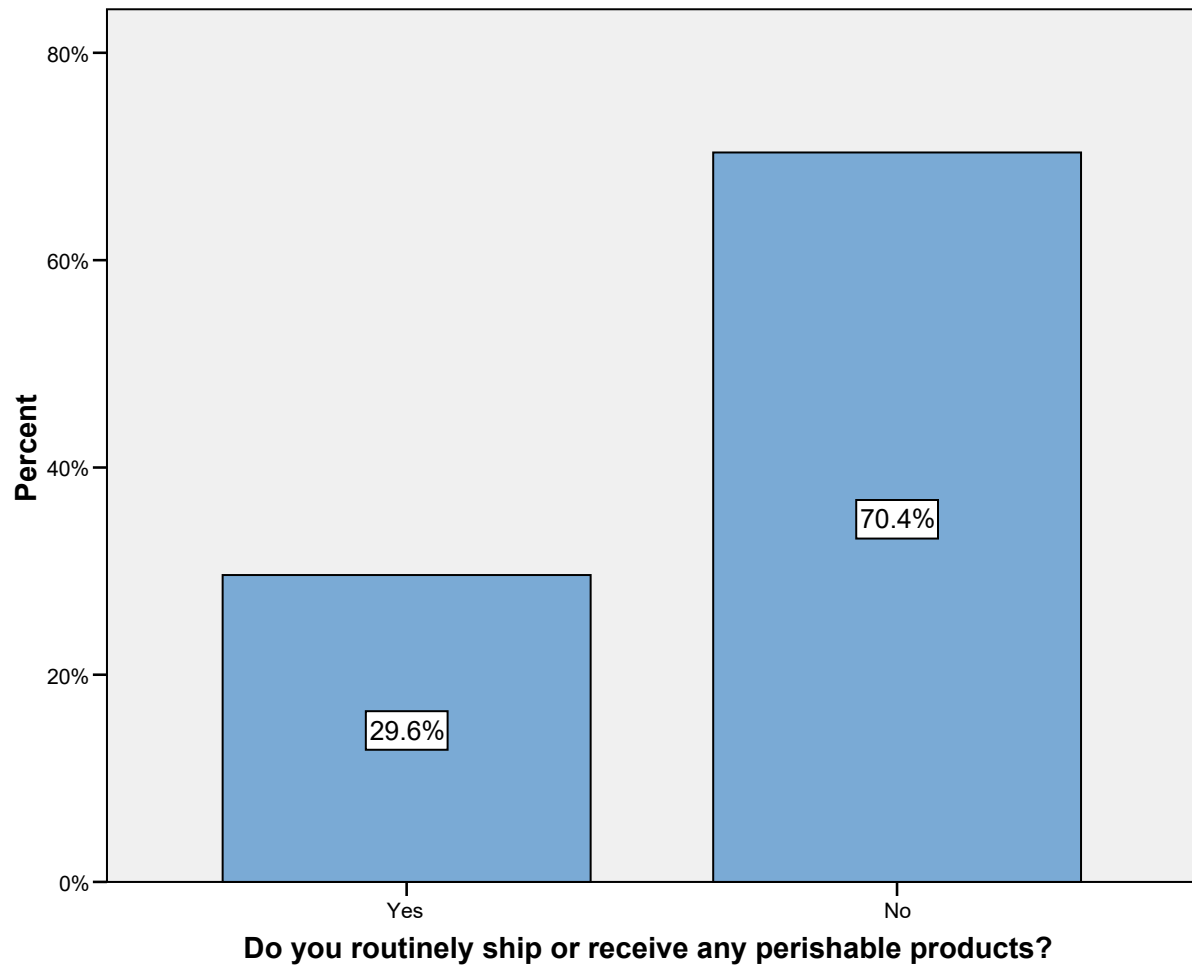
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Q05 Do you routinely ship or receive any perishable products?

		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		





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I-5 & I-90 Economic Impact Survey

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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

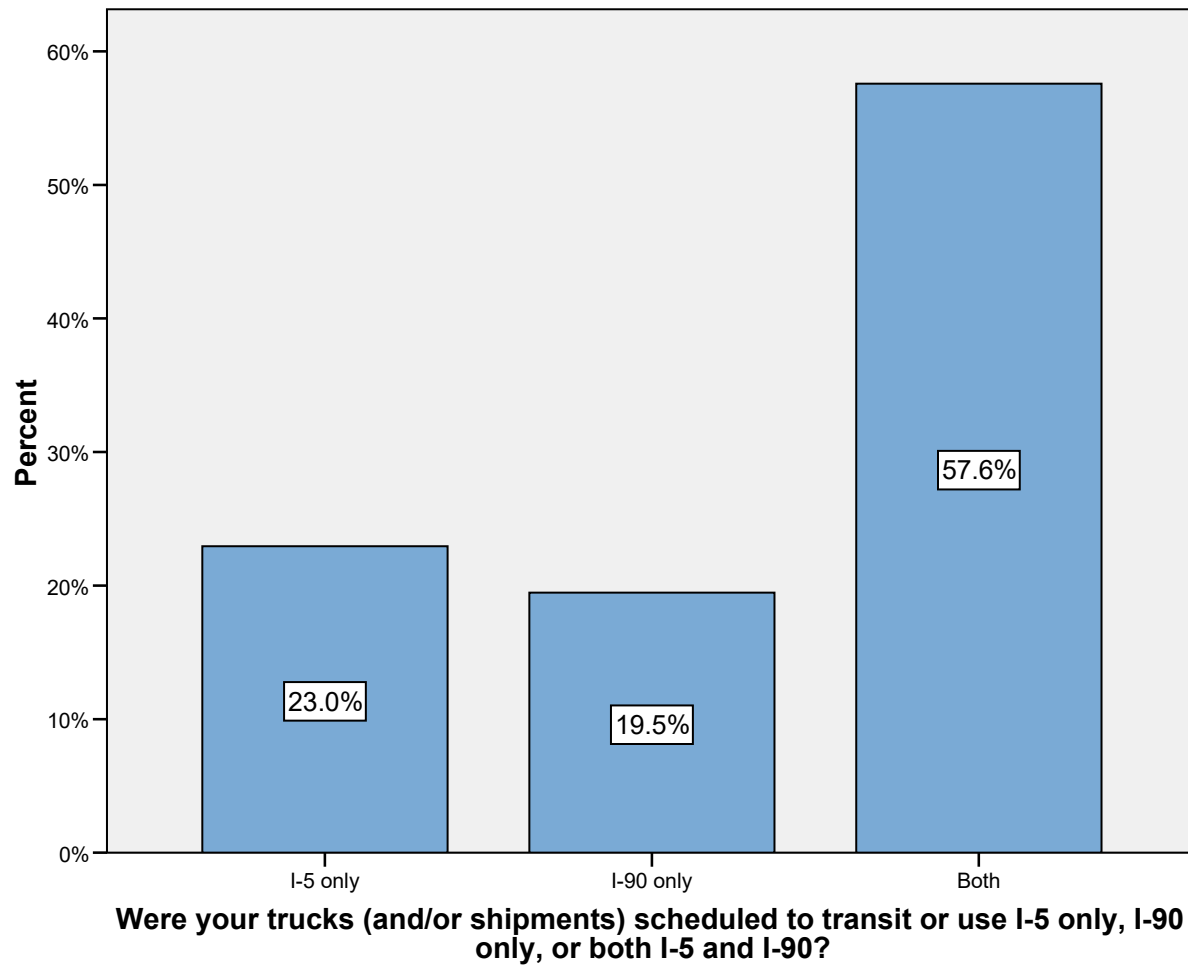
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Q06 Were your trucks (and/or shipments) scheduled to transit or use I-5 only, I-90 only, or both I-5 and I-90?

		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		





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I-5 & I-90 Economic Impact Survey**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

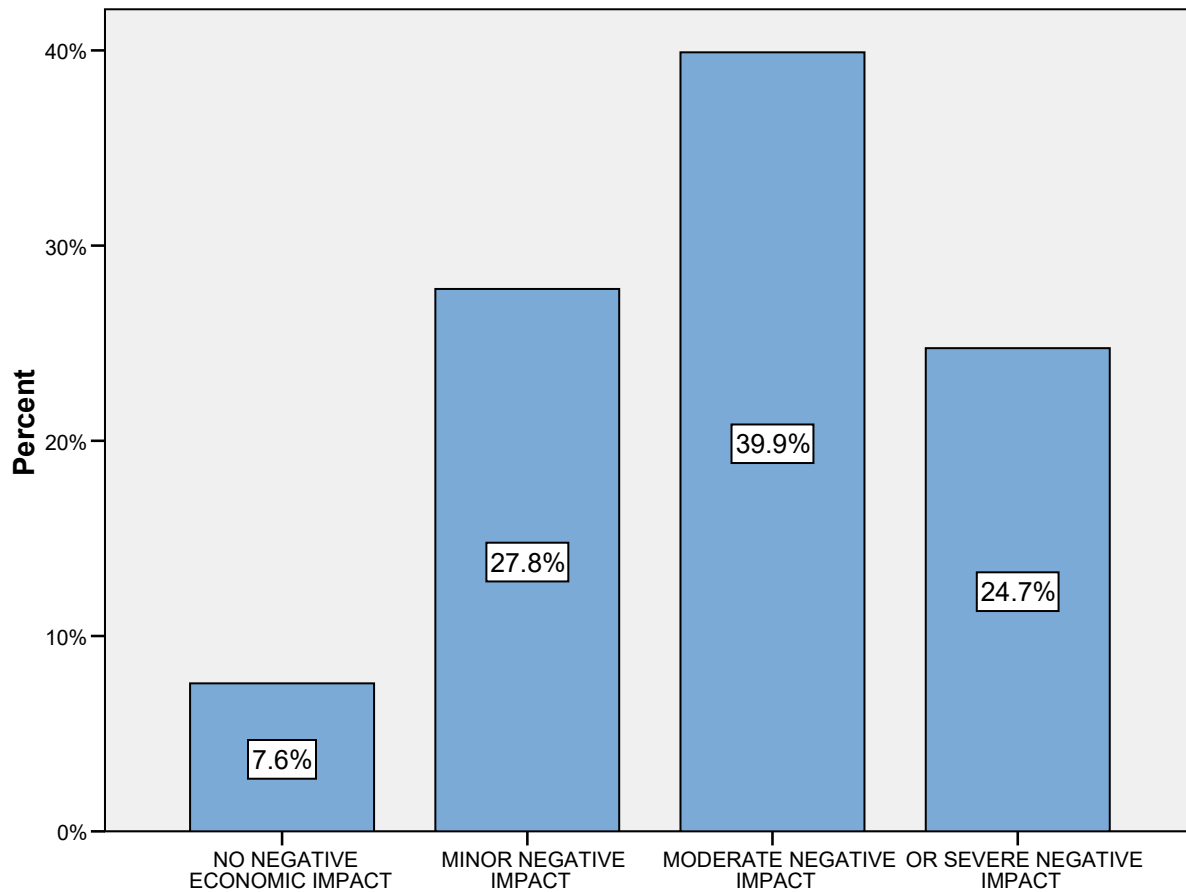
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Q07 How would you describe the level of **NEGATIVE economic impact to your business from the I-5 closure near Centralia in December 2007?**

		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		



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



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I-5 & I-90 Economic Impact Survey**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)

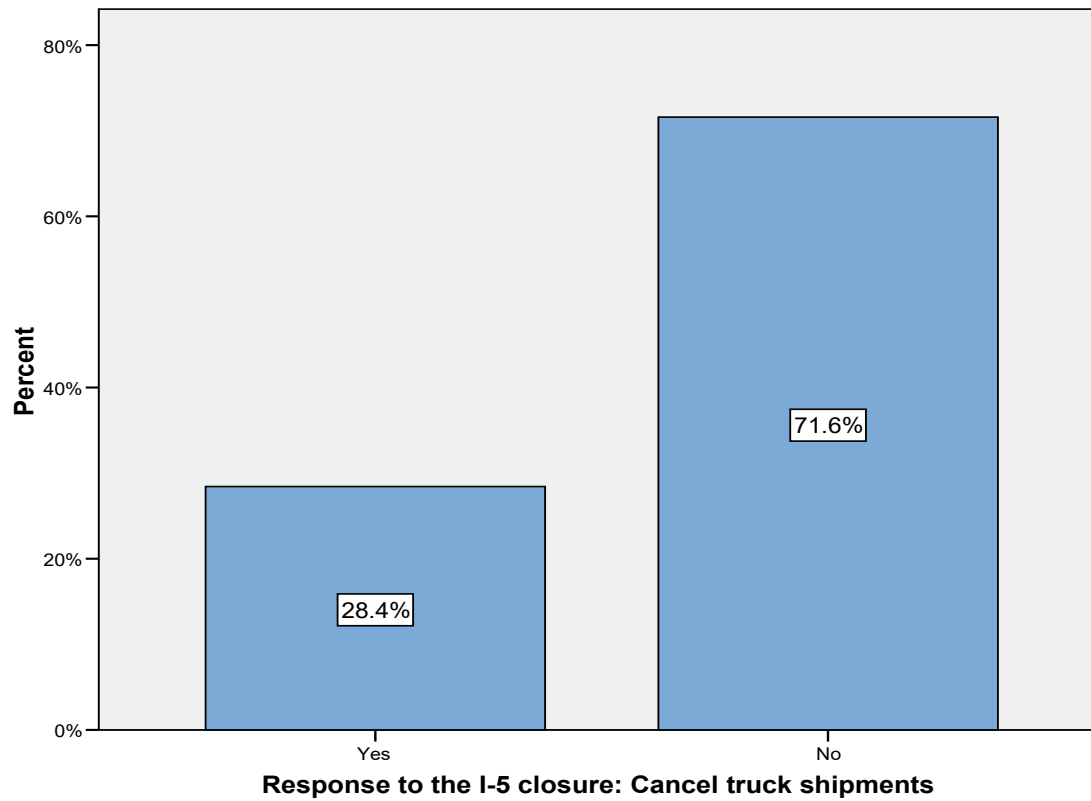
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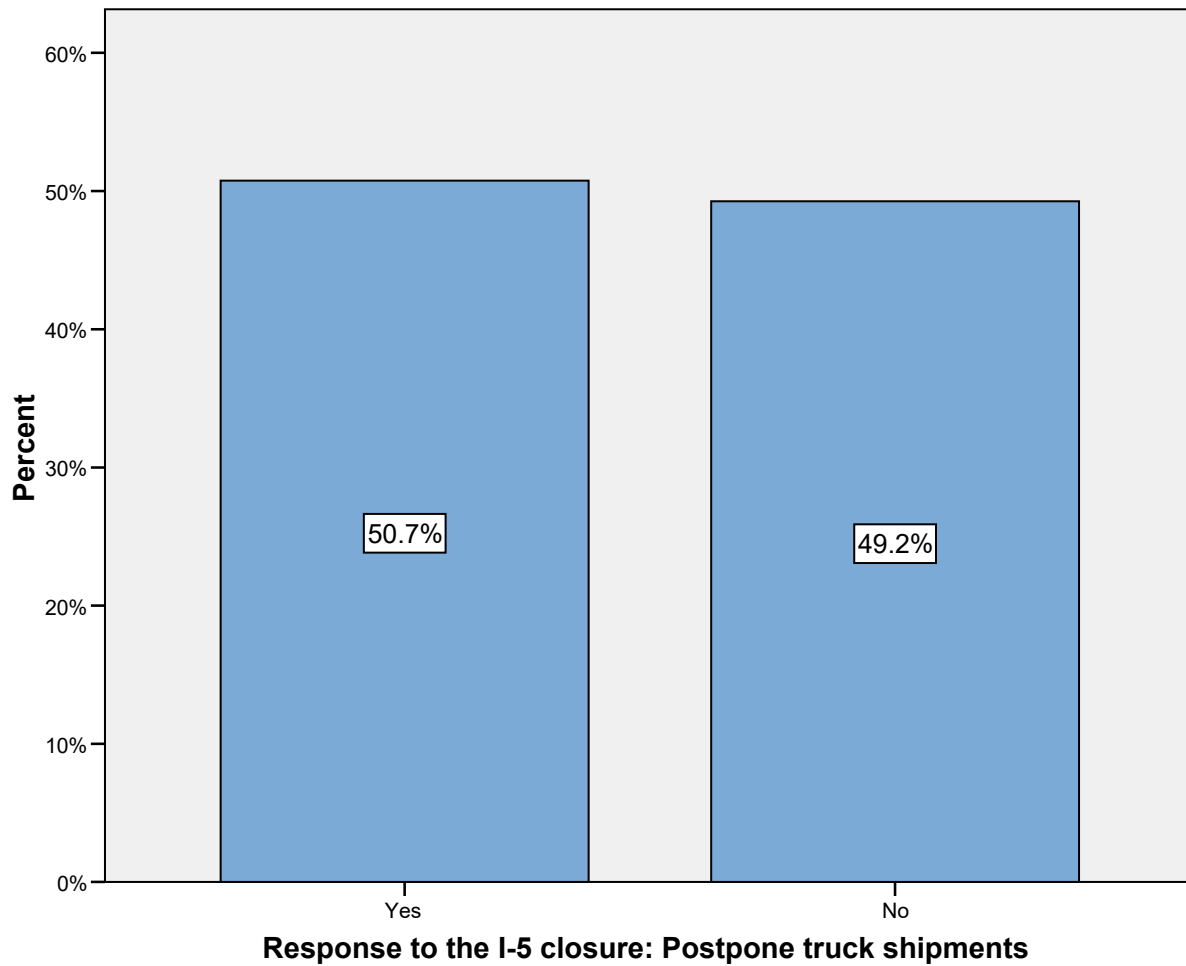
Q08A Response to the I-5 closure: Cancel truck shipments

		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		



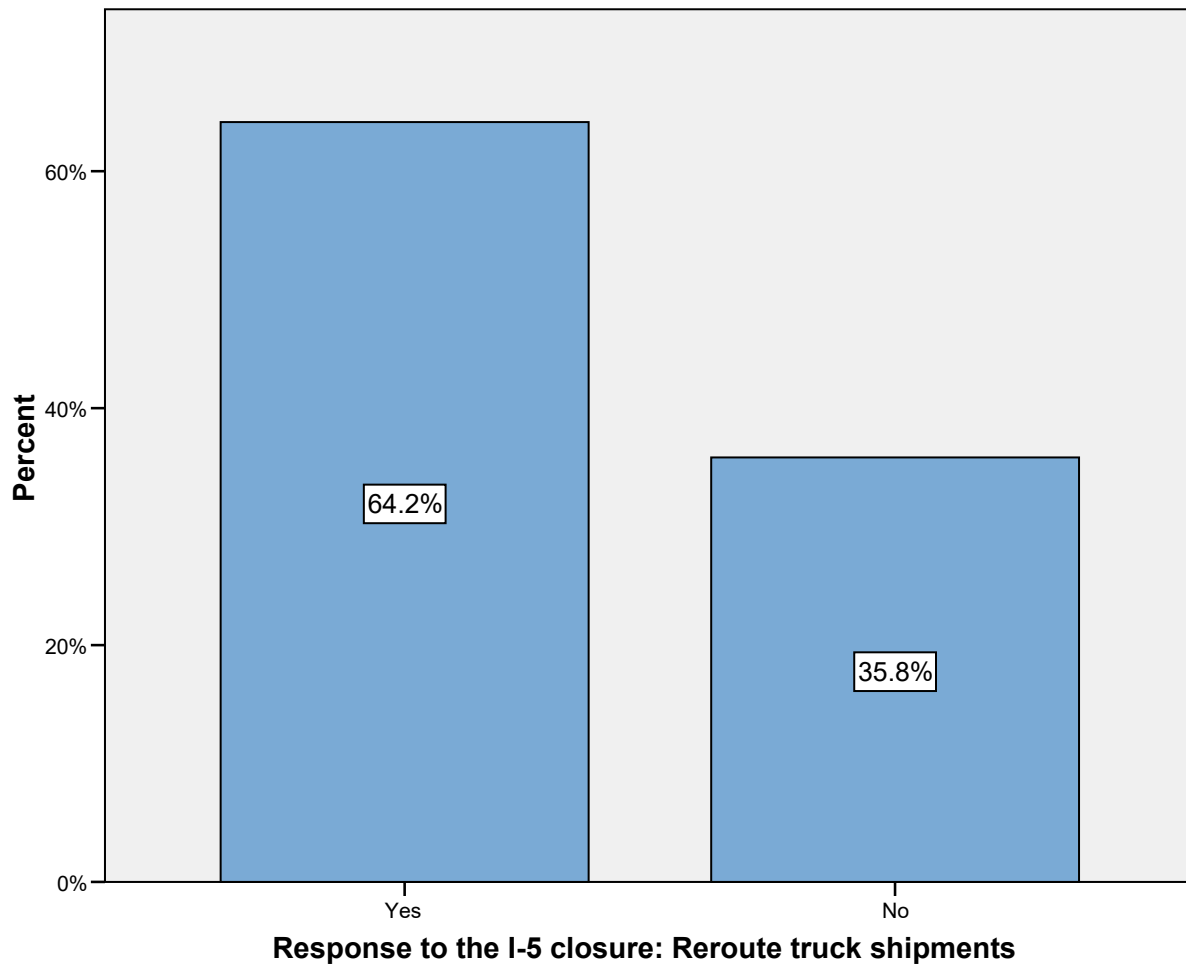
Q08B Response to the I-5 closure: Postpone truck shipments

		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		



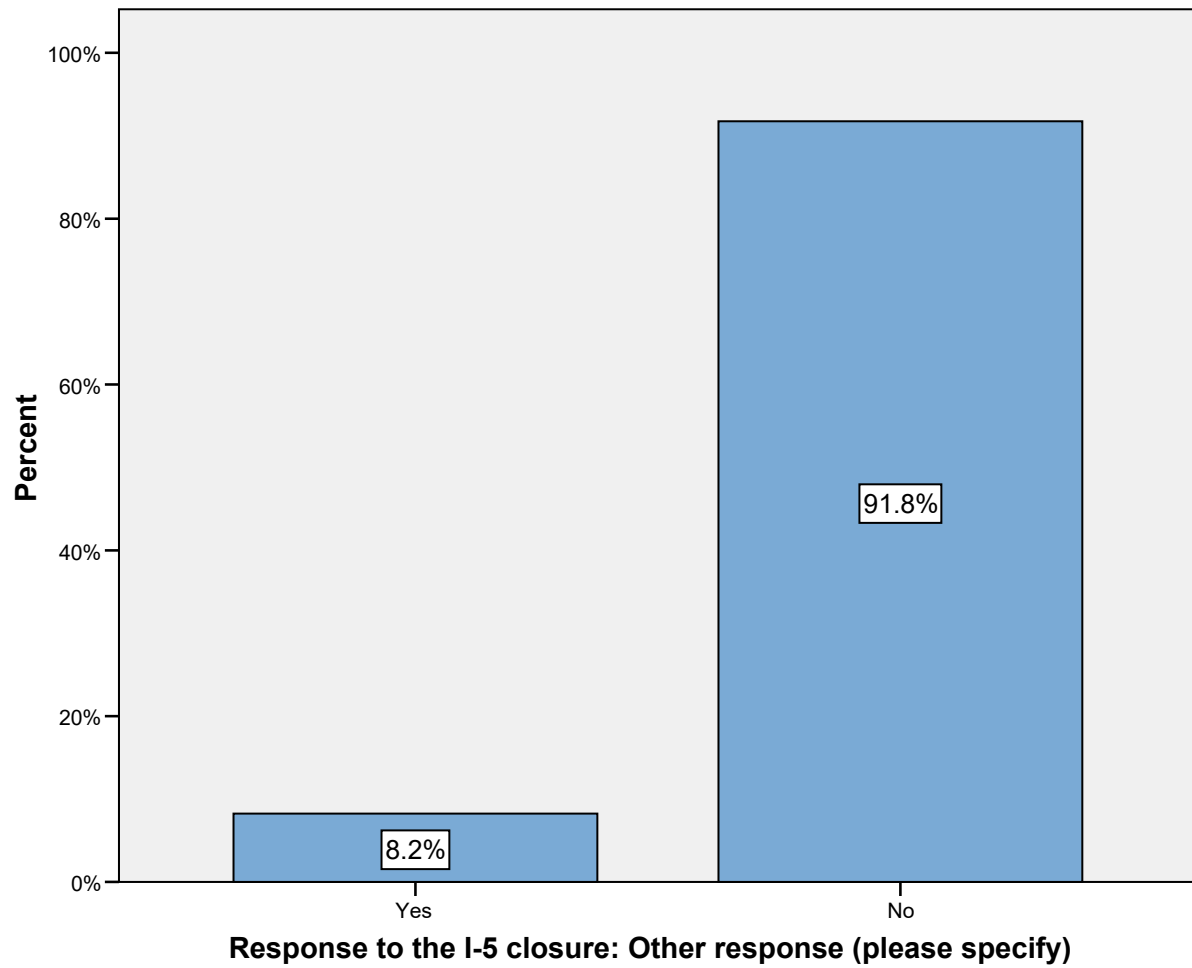
Q08C Response to the I-5 closure: Reroute truck shipments

		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		





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I-5 & I-90 Economic Impact Survey

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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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



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I-5 & I-90 Economic Impact Survey**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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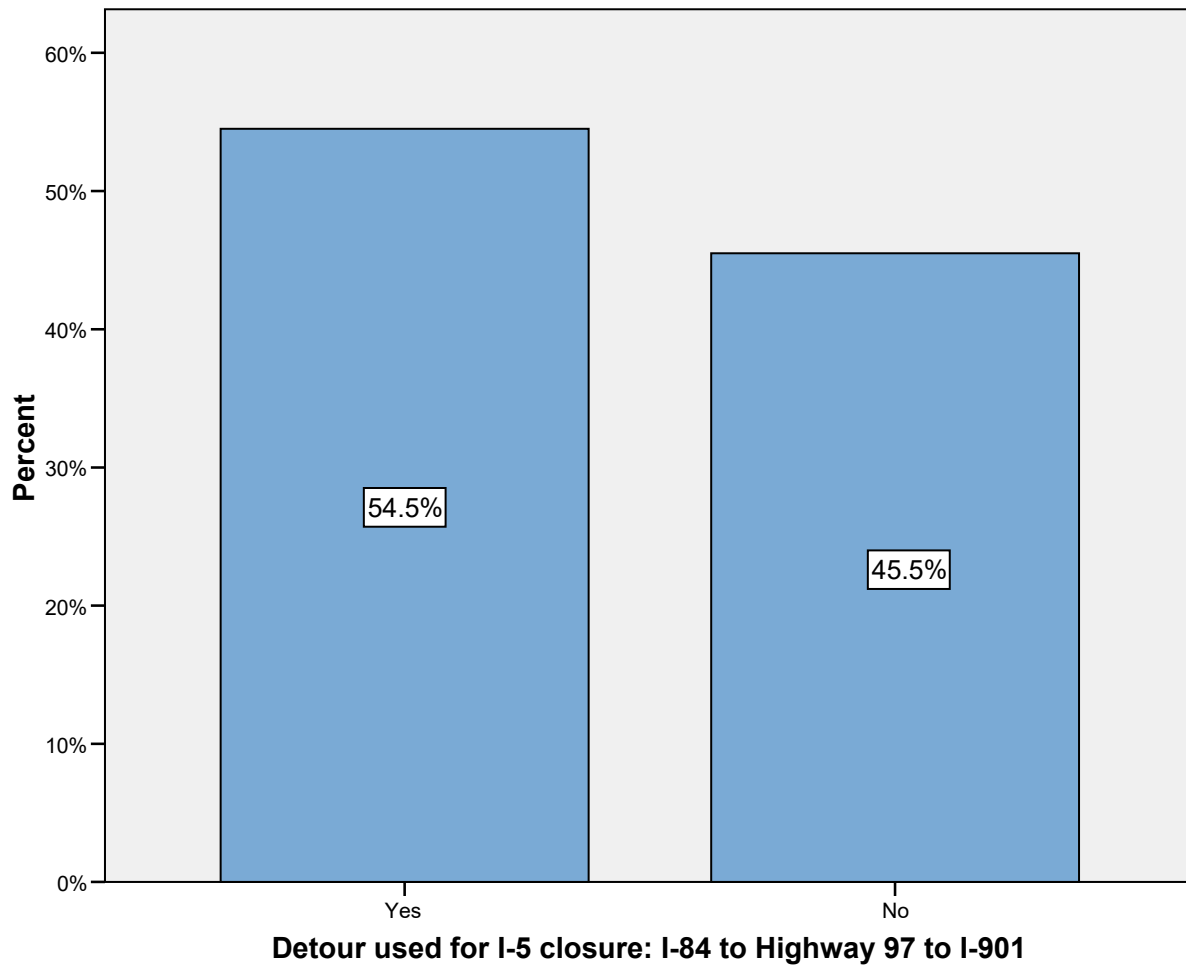
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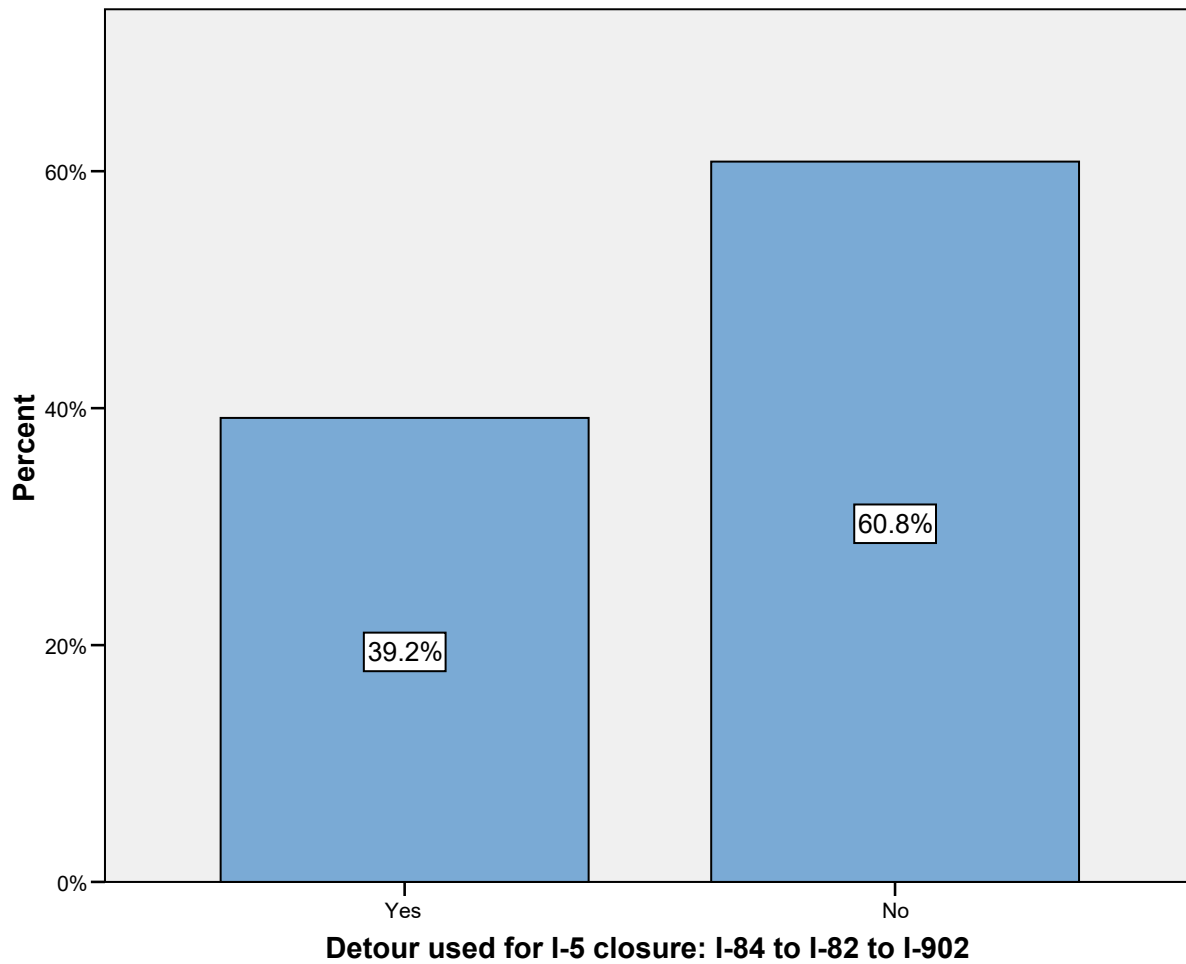
Q10A Detour used for I-5 closure: I-84 to Highway 97 to I-901

		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		



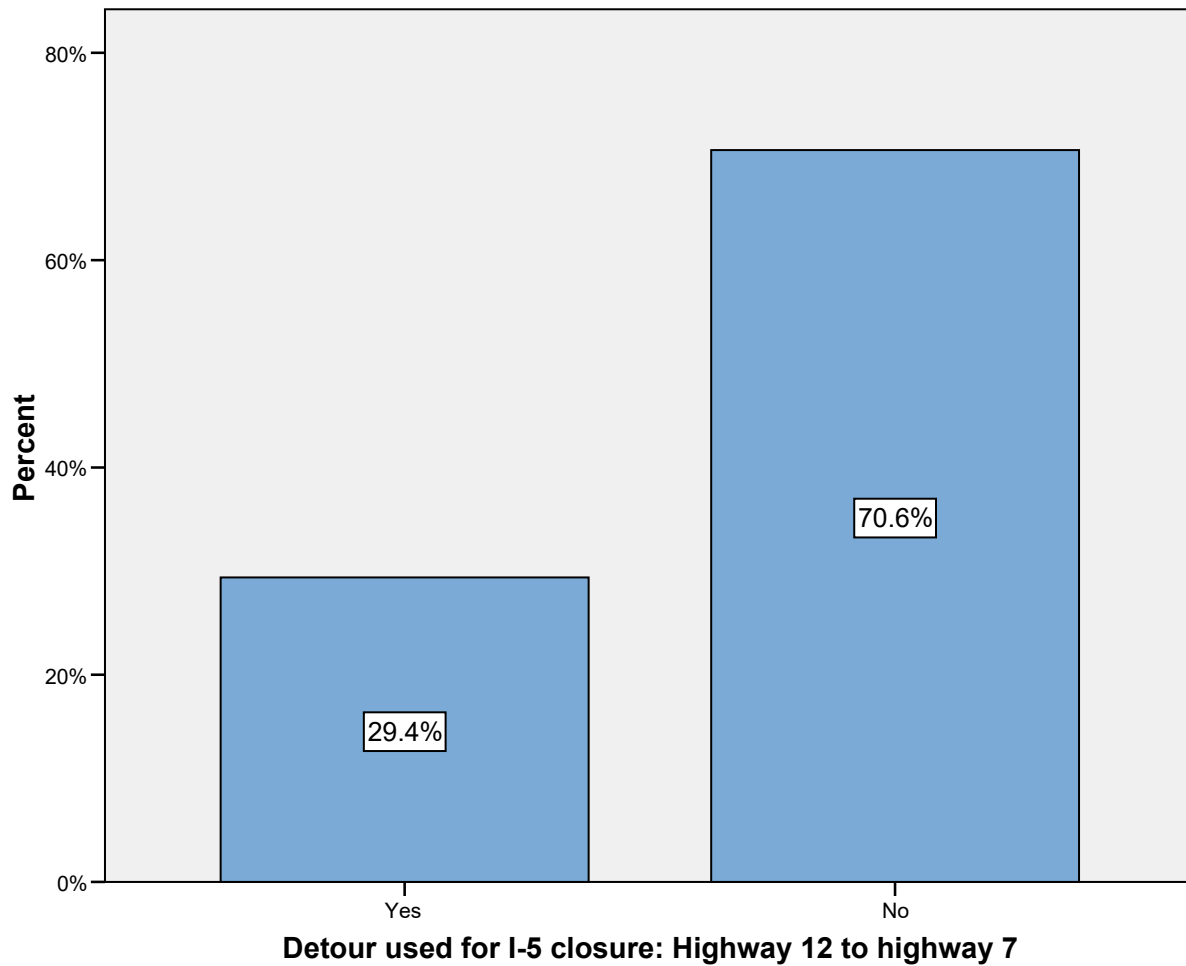
Q10B Detour used for I-5 closure: I-84 to I-82 to I-902

		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		



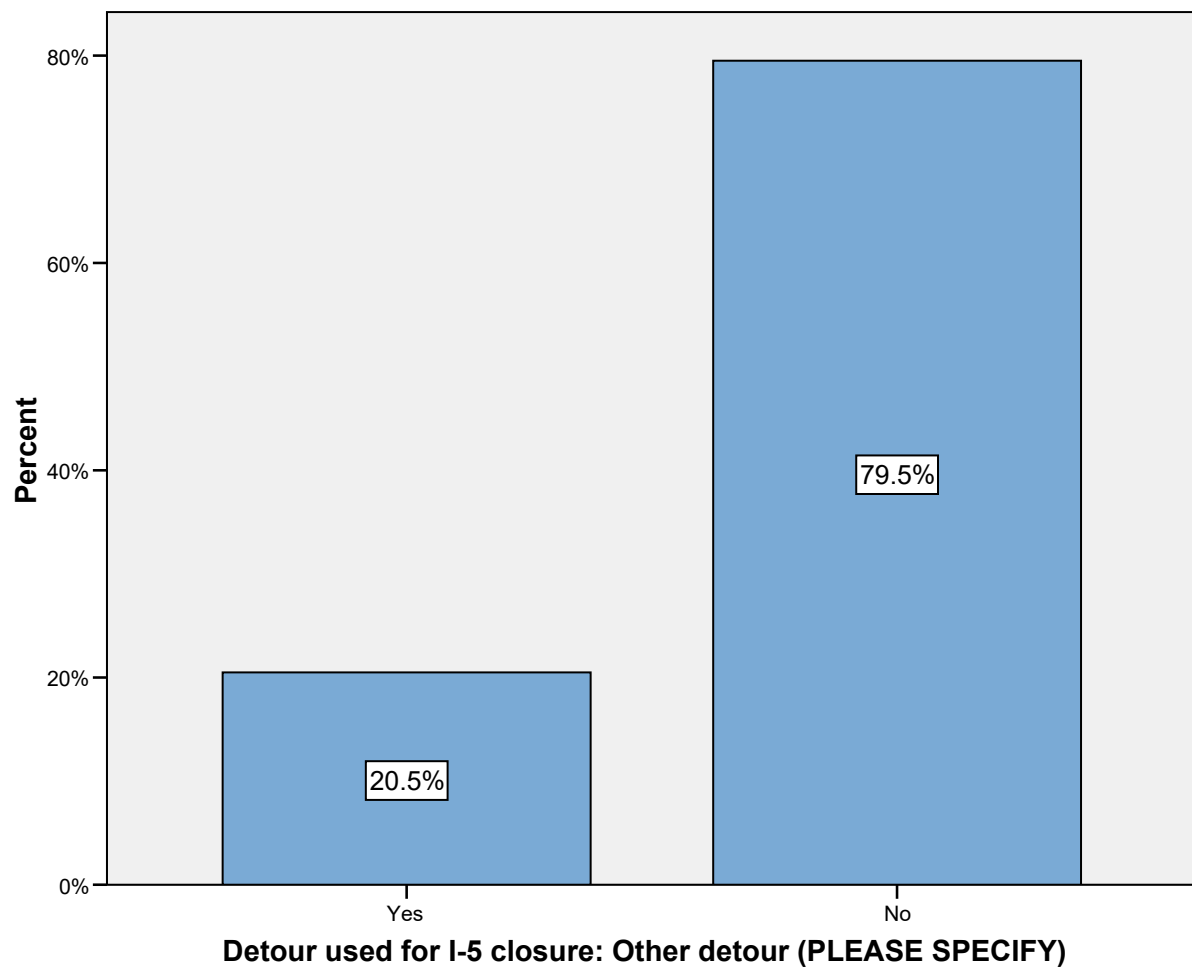
Q10C Detour used for I-5 closure: Highway 12 to highway 7

		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		





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I-5 & I-90 Economic Impact Survey**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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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



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I-5 & I-90 Economic Impact Survey**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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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



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I-5 & I-90 Economic Impact Survey**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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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



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I-5 & I-90 Economic Impact Survey**I-5 Closure**

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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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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



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I-5 & I-90 Economic Impact Survey**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

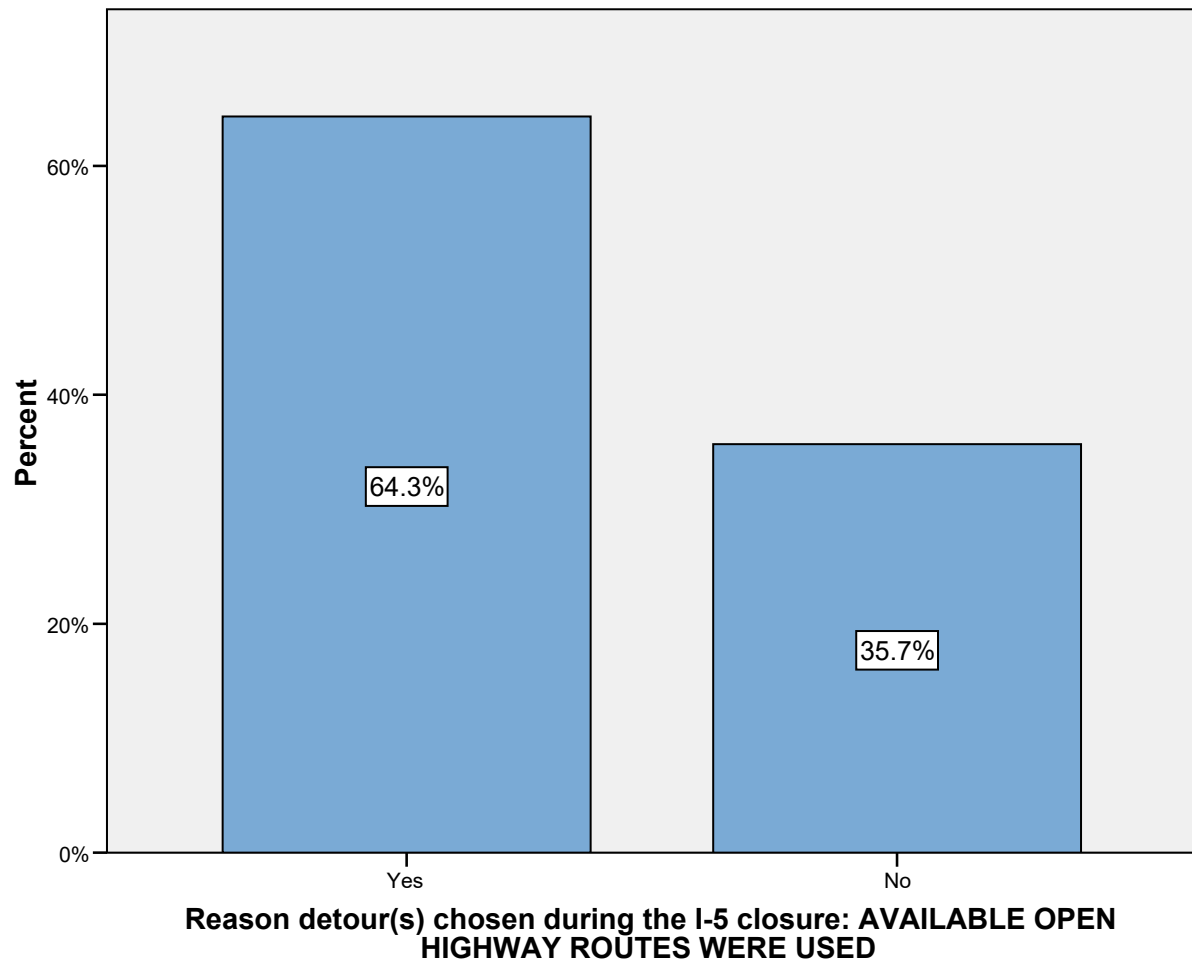
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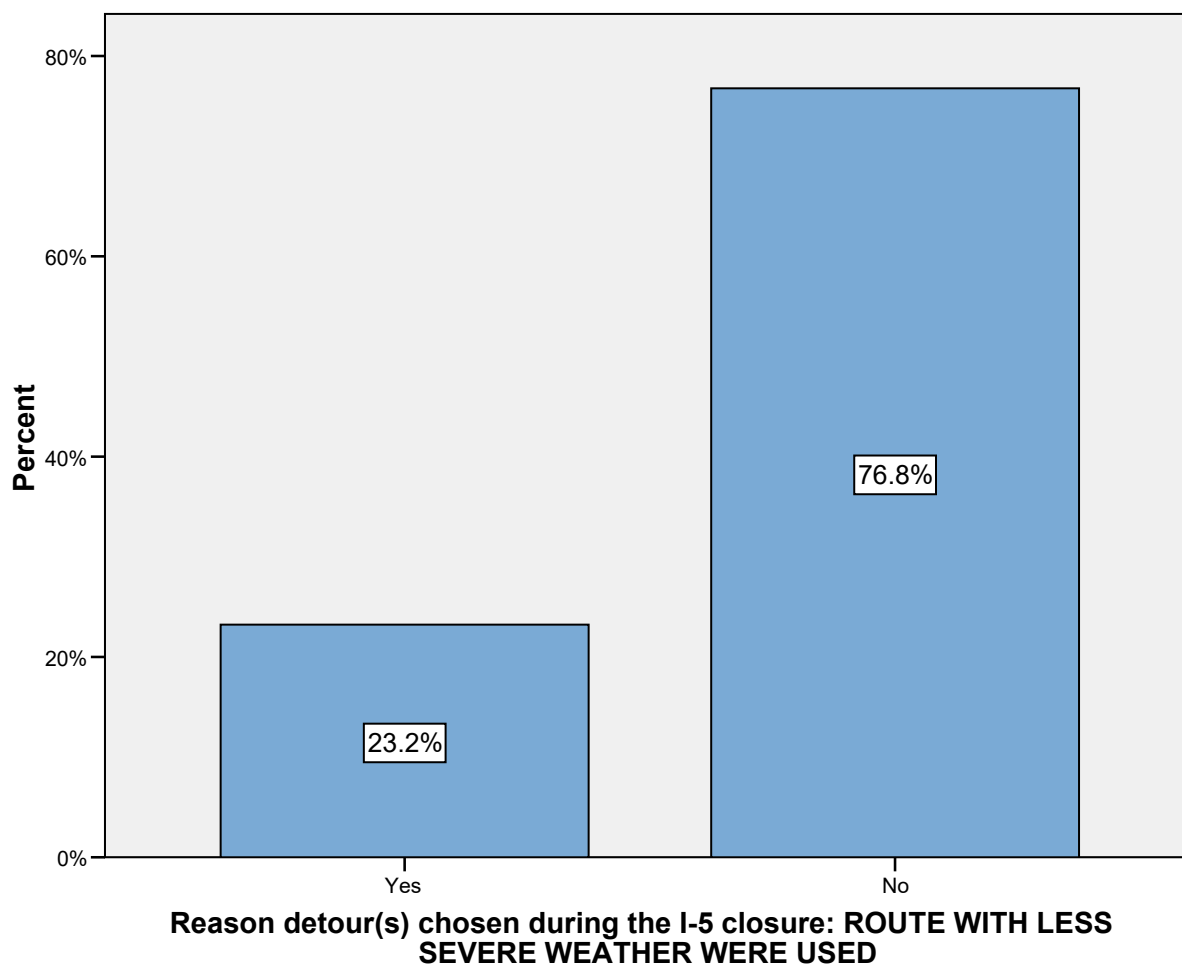
**Q15A Reason detour(s) chosen during the I-5 closure: AVAILABLE OPEN HIGHWAY
 ROUTES WERE USED**

		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		



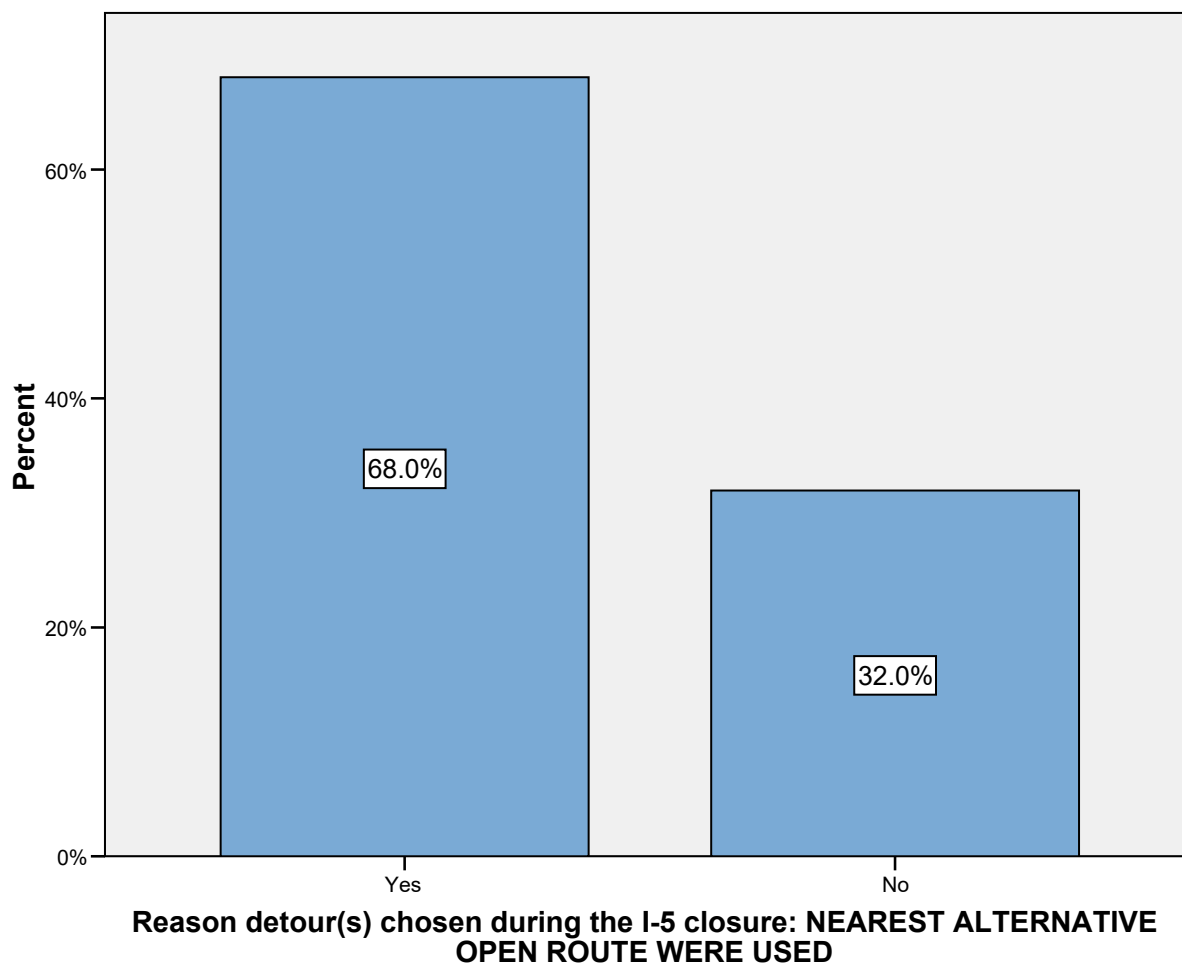
Q15B Reason detour(s) chosen during the I-5 closure: ROUTE WITH LESS SEVERE WEATHER WERE USED

		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		



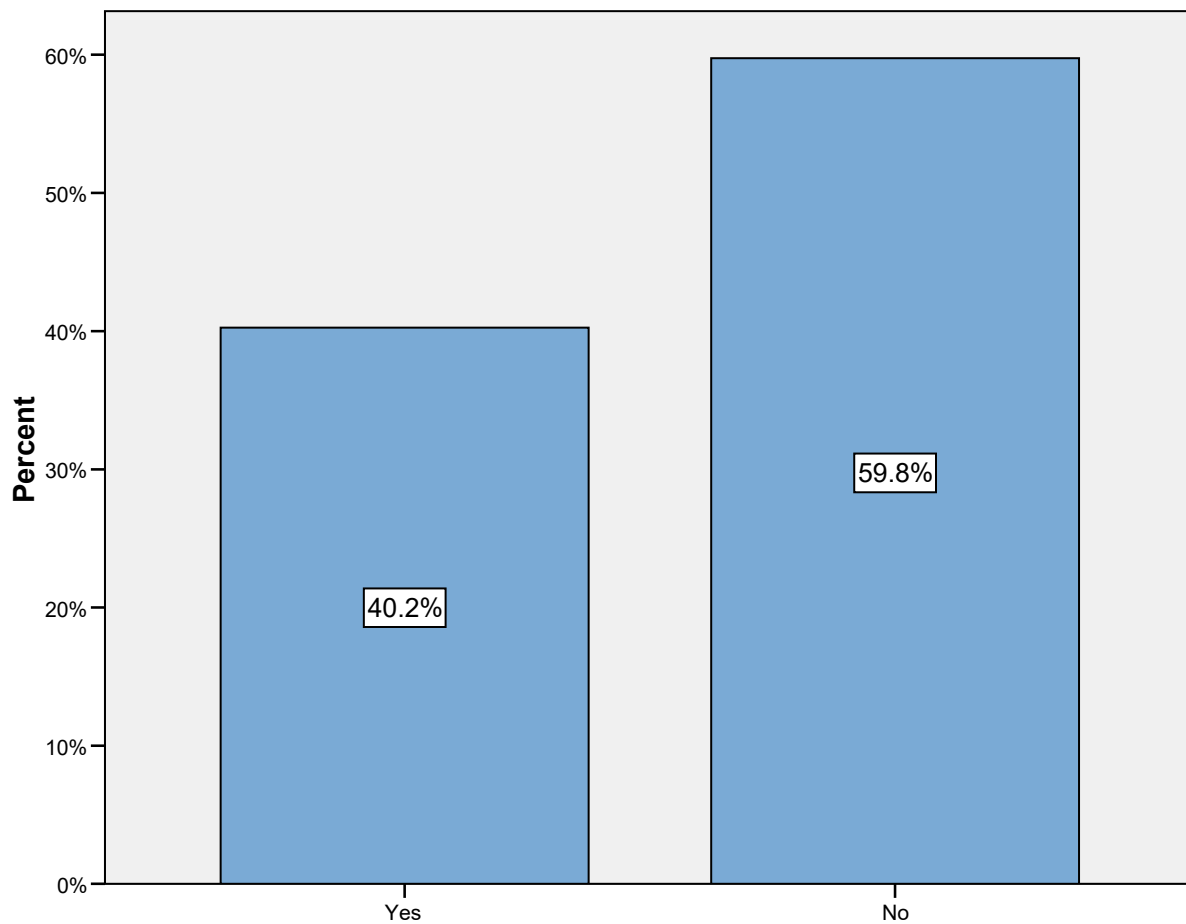
**Q15C Reason detour(s) chosen during the I-5 closure: NEAREST ALTERNATIVE
OPEN ROUTE WERE USED**

		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		



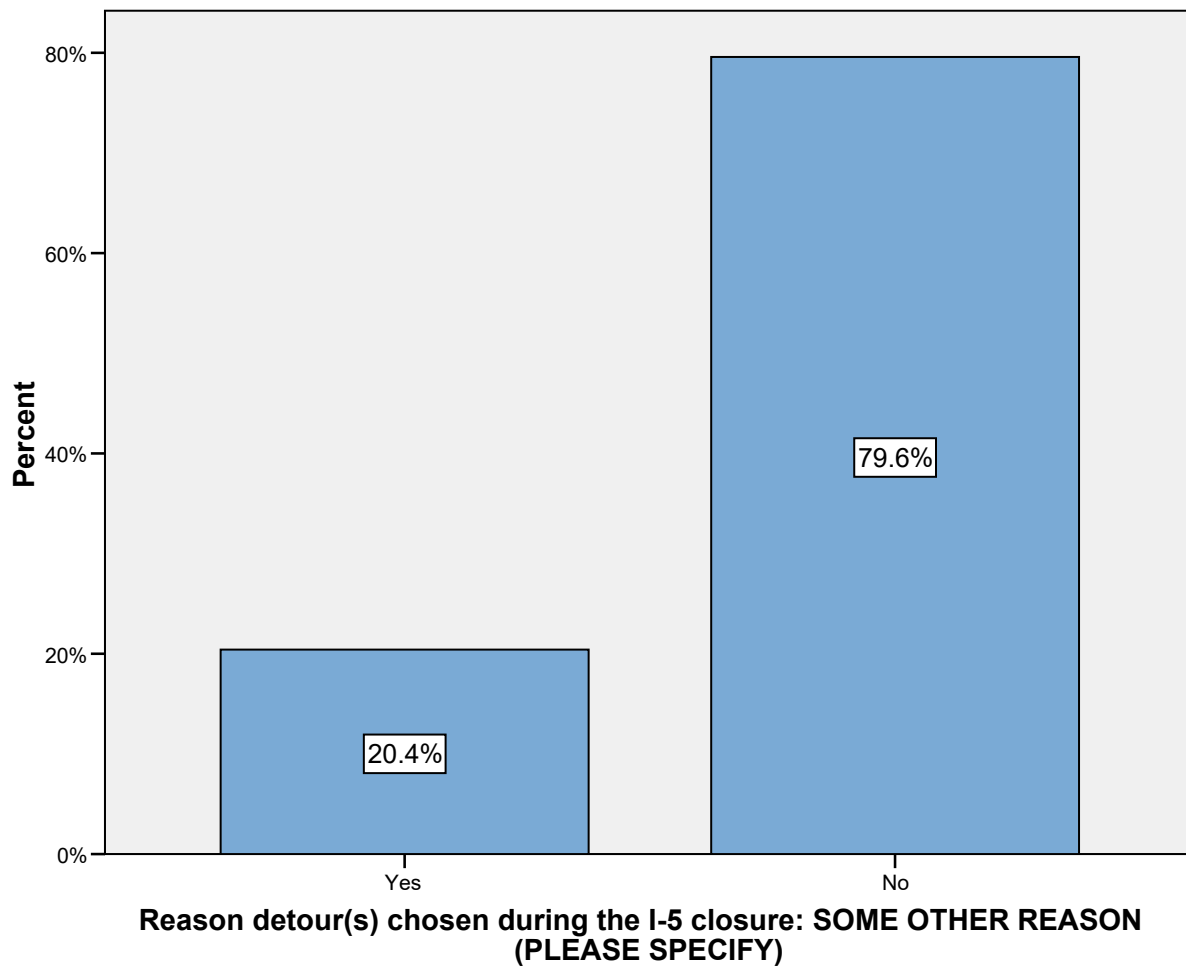
Q15D Reason detour(s) chosen during the I-5 closure: SAFEST ROUTE

		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		

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

**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		





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I-5 & I-90 Economic Impact Survey

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

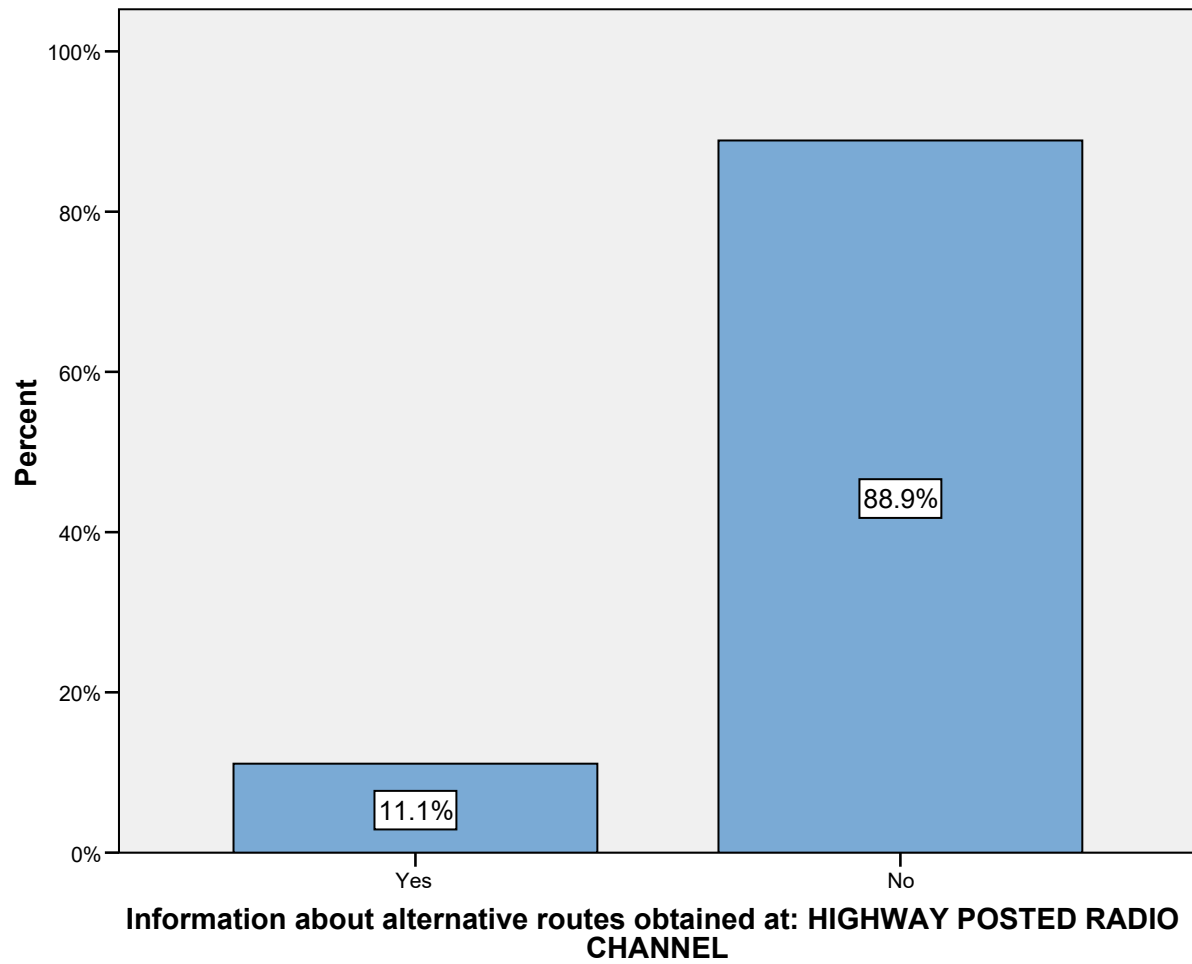
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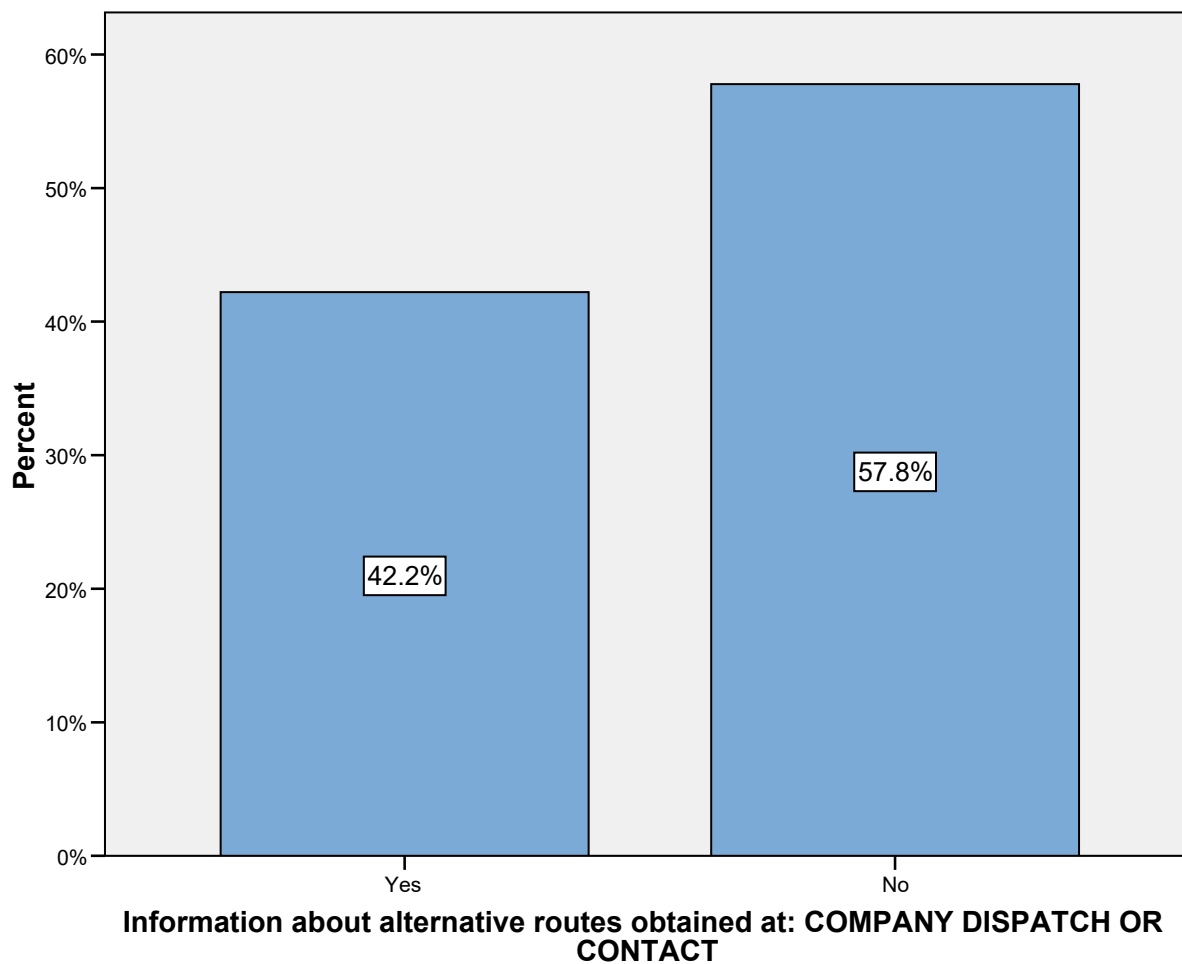
Q16A Information about alternative routes obtained at: HIGHWAY POSTED RADIO CHANNEL

		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		



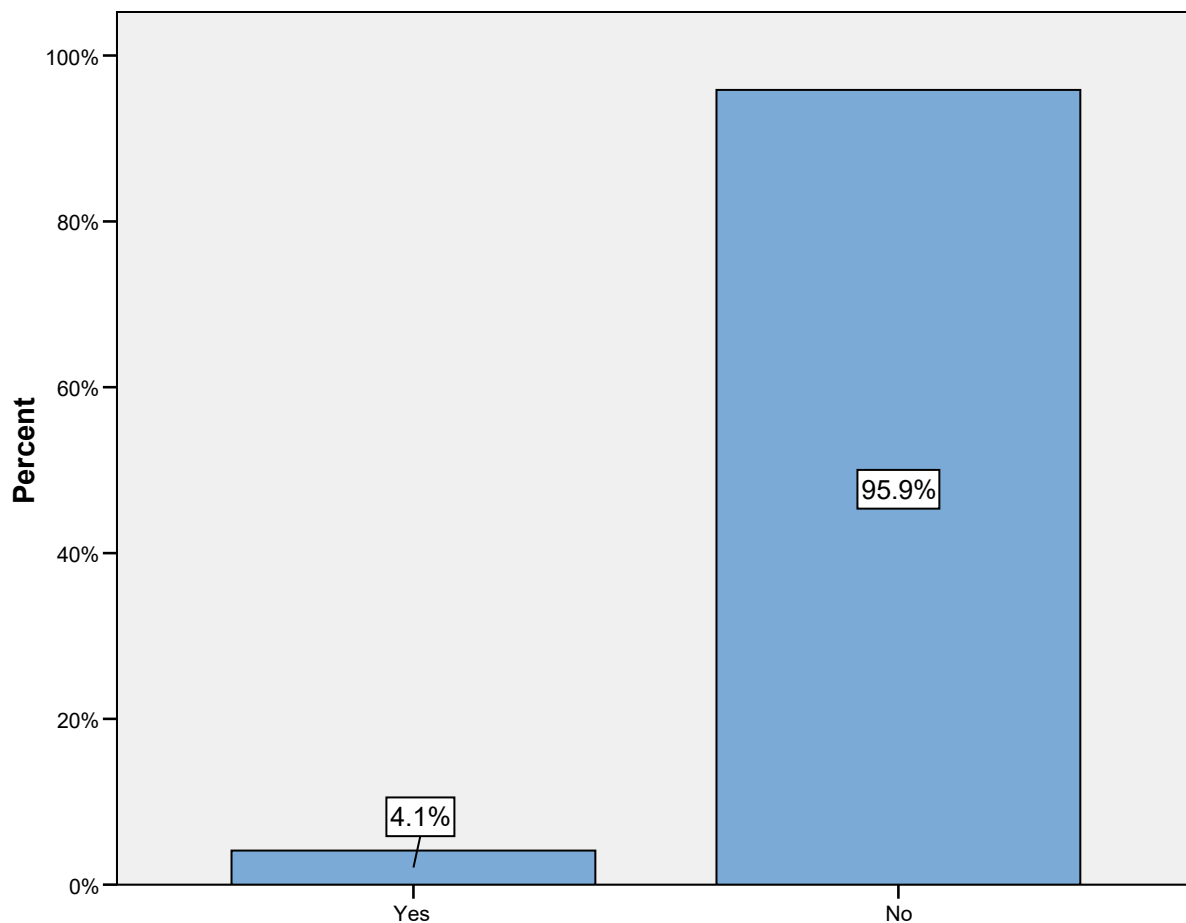
Q16B Information about alternative routes obtained at: COMPANY DISPATCH OR CONTACT

		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		



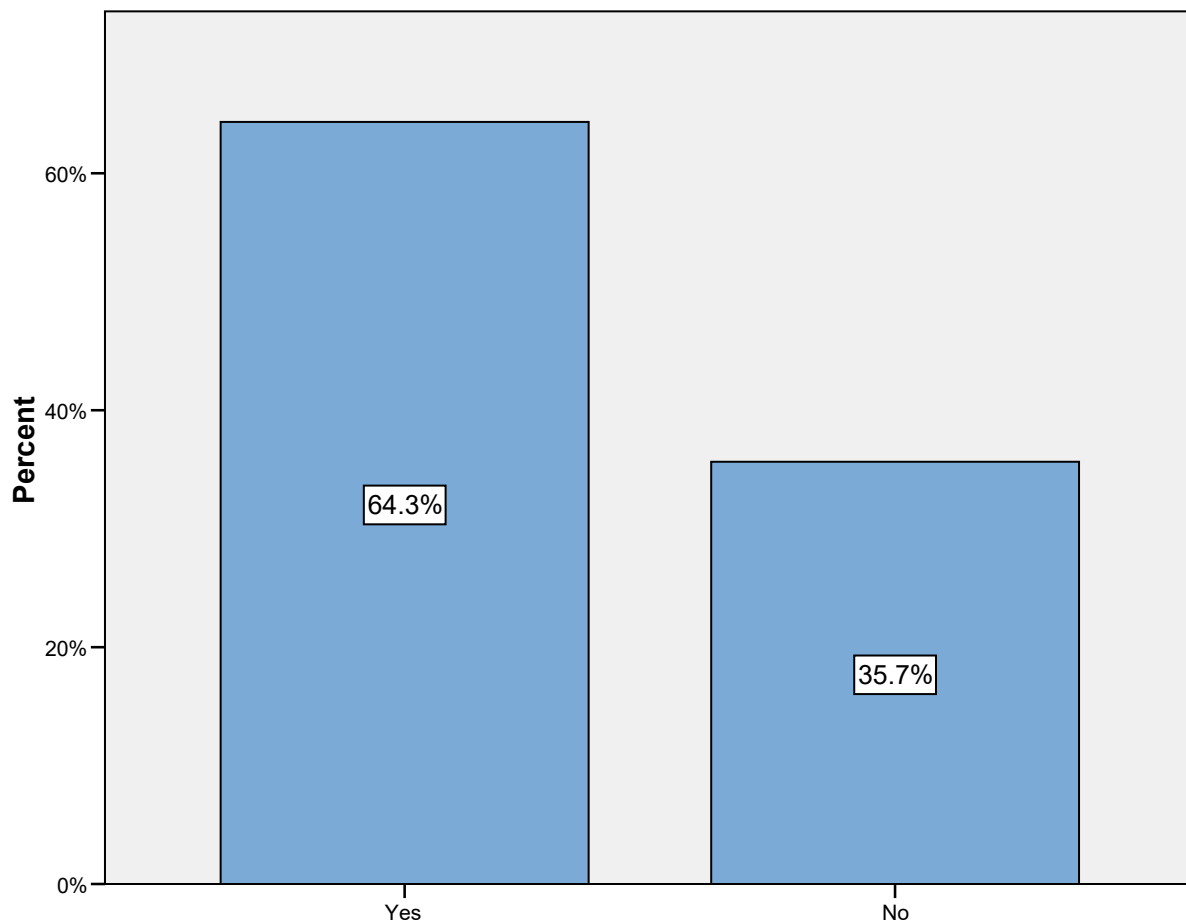
Q16C Information about alternative routes obtained at: TRUCK WEIGH STATION

		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		

**Information about alternative routes obtained at: TRUCK WEIGH STATION**

Q16D Information about alternative routes obtained at: WSDOT WEBSITE

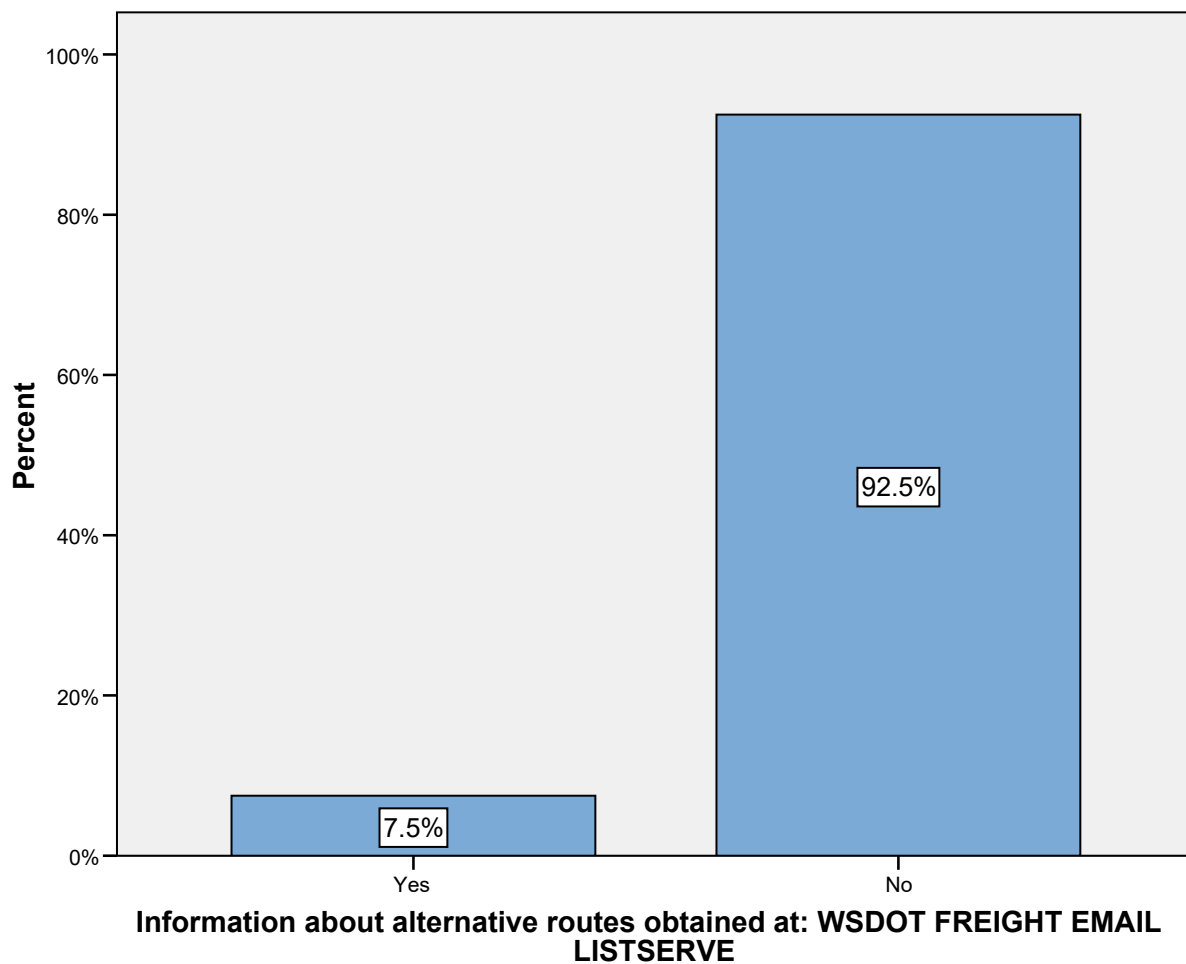
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	157	10.3	64.3	64.3
	2 No	87	5.7	35.7	100.0
	Total	244	16.1	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	1	.1		
	System	1272	83.8		
	Total	1274	83.9		
Total		1518	100.0		



Information about alternative routes obtained at: WSDOT WEBSITE

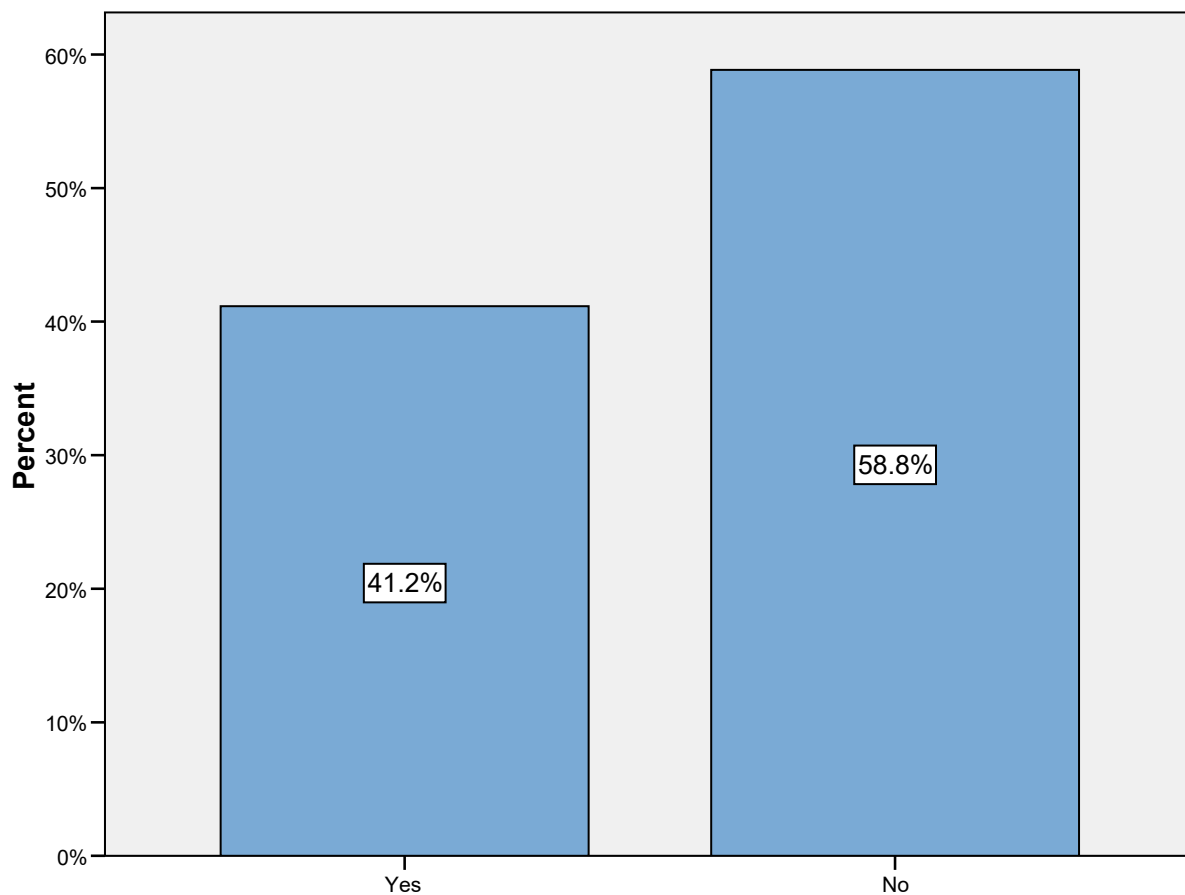
**Q16E Information about alternative routes obtained at: WSDOT FREIGHT EMAIL
LISTSERVE**

		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

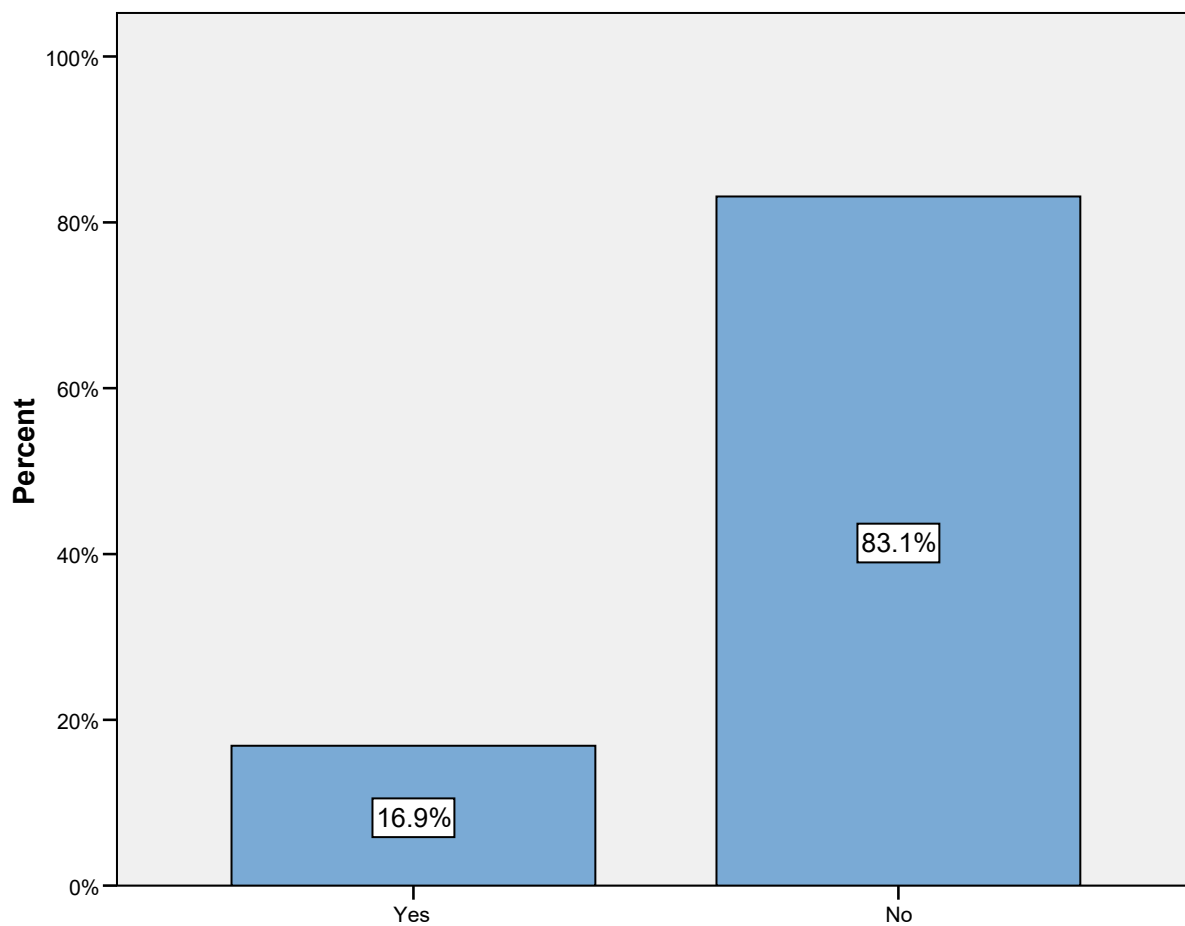
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	100	6.6	41.2	41.2
	2 No	143	9.4	58.8	100.0
	Total	243	16.0	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1272	83.8		
	Total	1275	84.0		
Total		1518	100.0		



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

Q16G Information about alternative routes obtained at: STATE PATROL

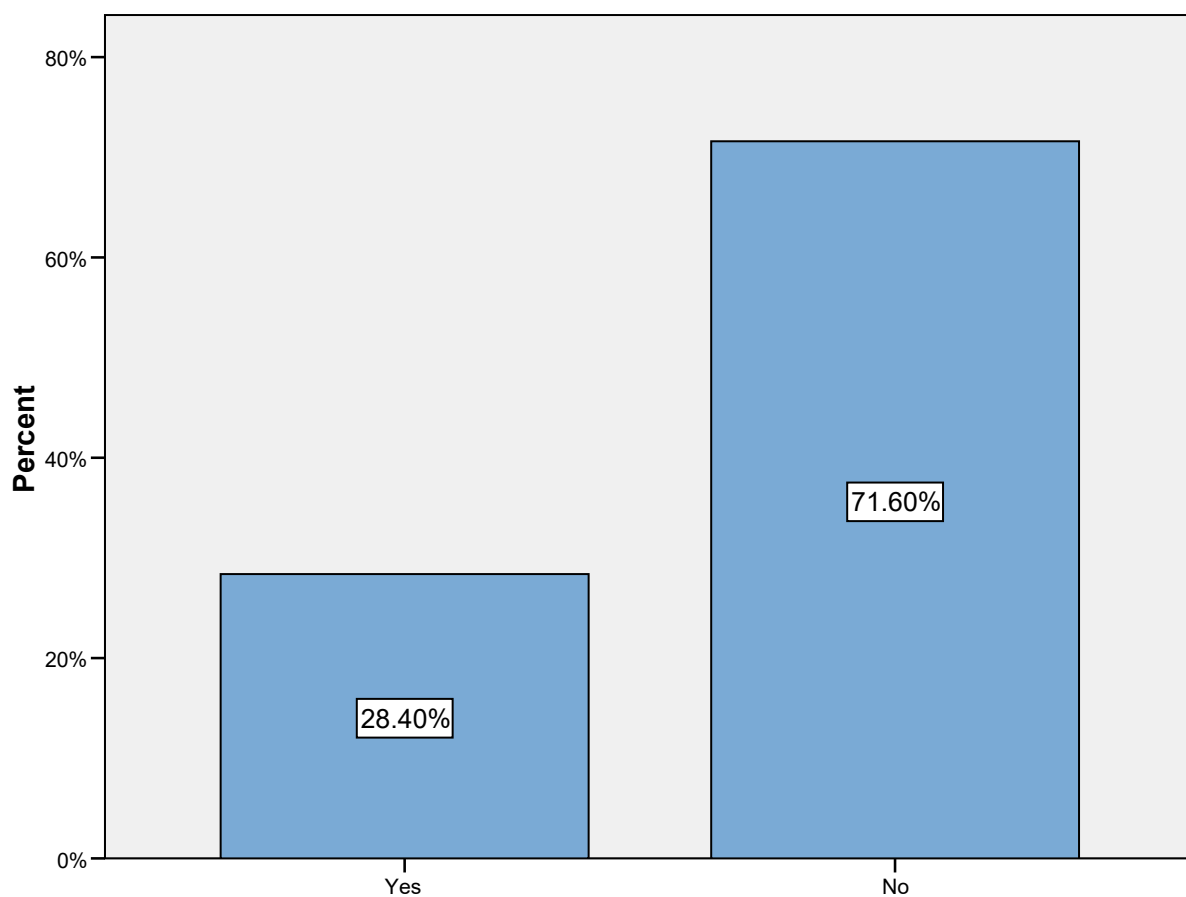
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	41	2.7	16.9	16.9
	2 No	202	13.3	83.1	100.0
	Total	243	16.0	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1272	83.8		
	Total	1275	84.0		
Total		1518	100.0		



Information about alternative routes obtained at: STATE PATROL

**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		



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



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I-5 & I-90 Economic Impact Survey

Introduction

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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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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

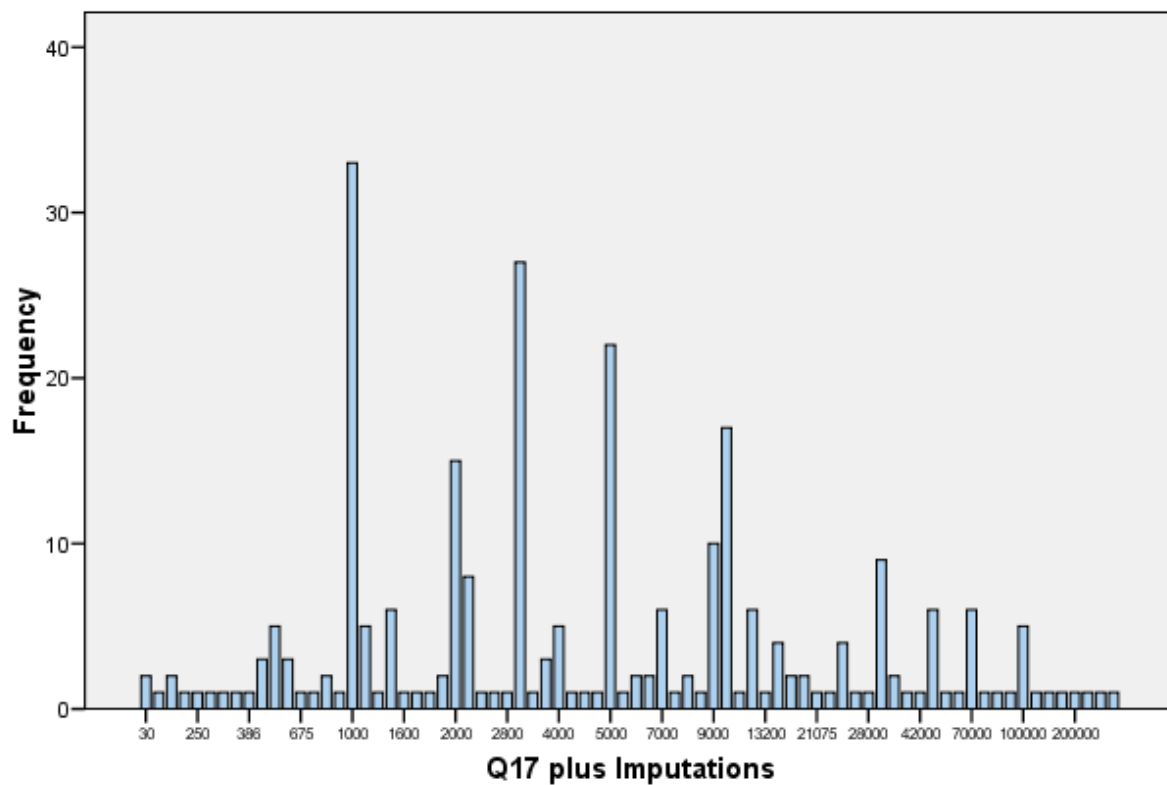
Q17C Q17 Web Don't Know

		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		

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

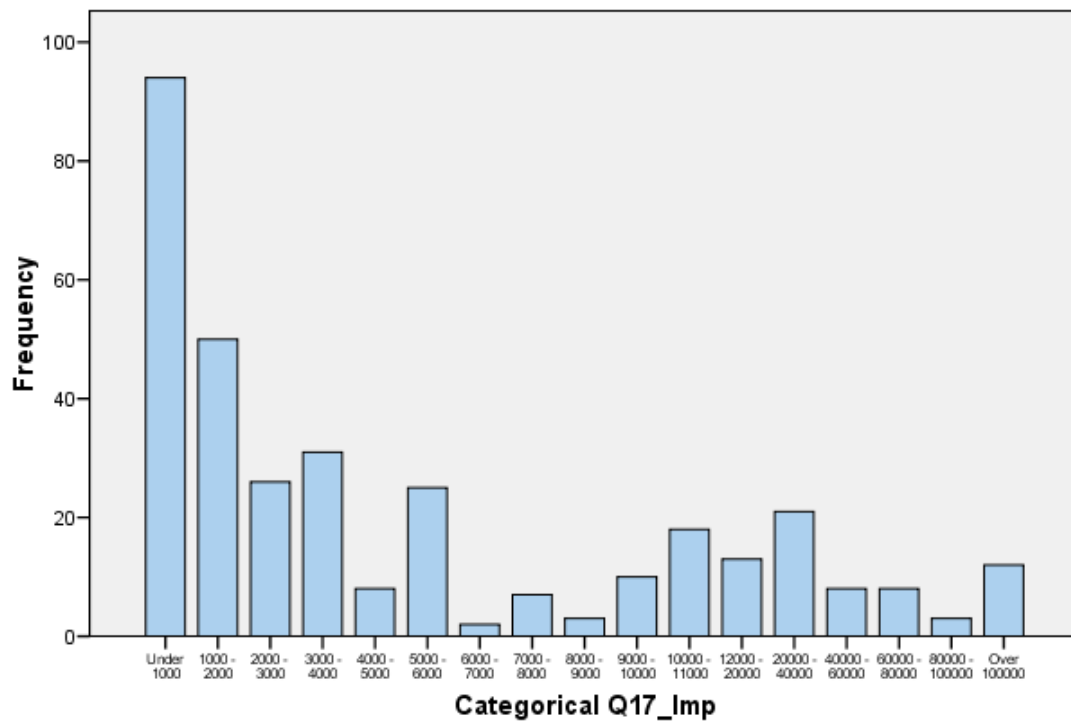
Q17 plus Imputations



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		

Categorical Q17_Imp



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



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I-5 & I-90 Economic Impact Survey**I-5 Closure**

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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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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
		4
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: dditional 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



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

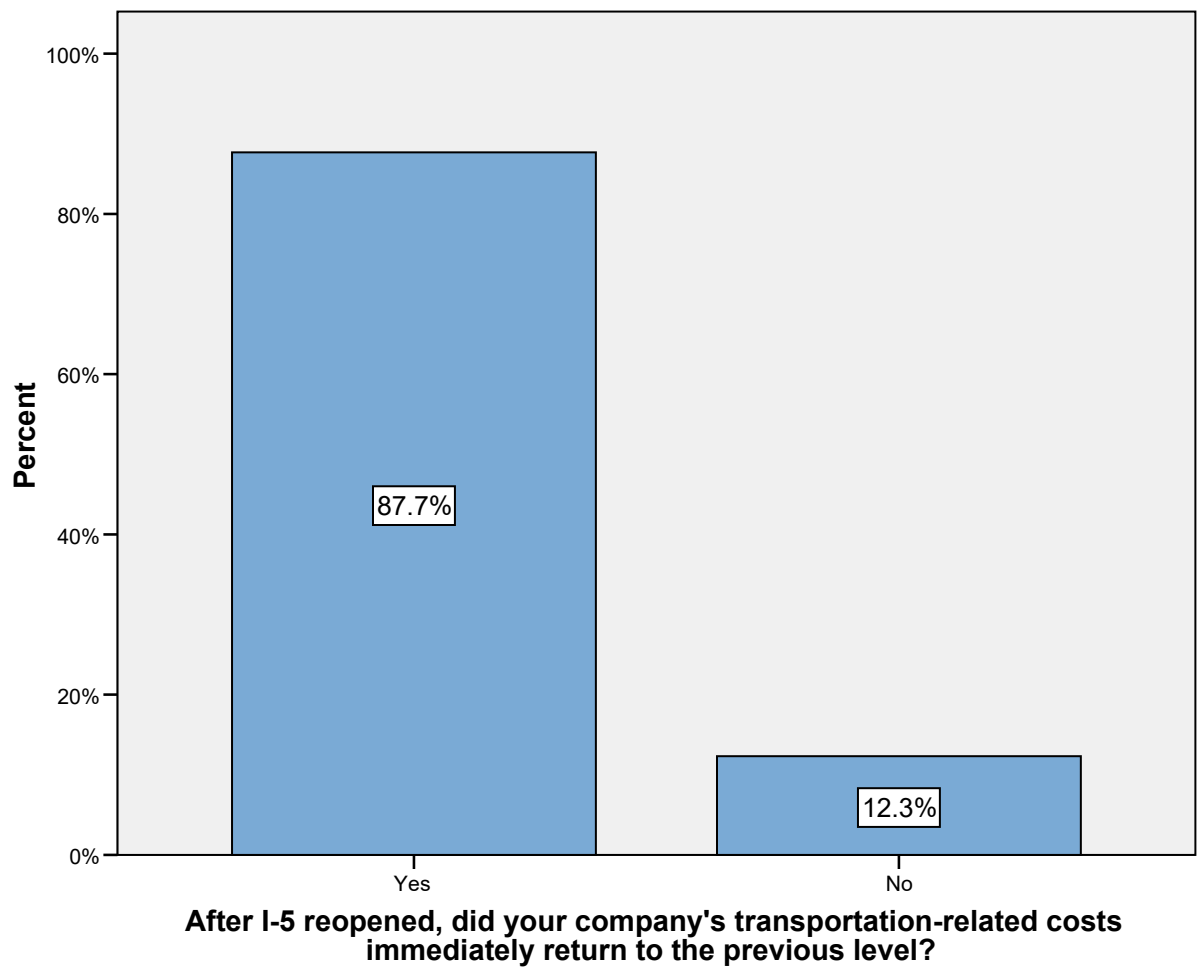
- ☒ Yes
☐ No

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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		





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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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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



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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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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

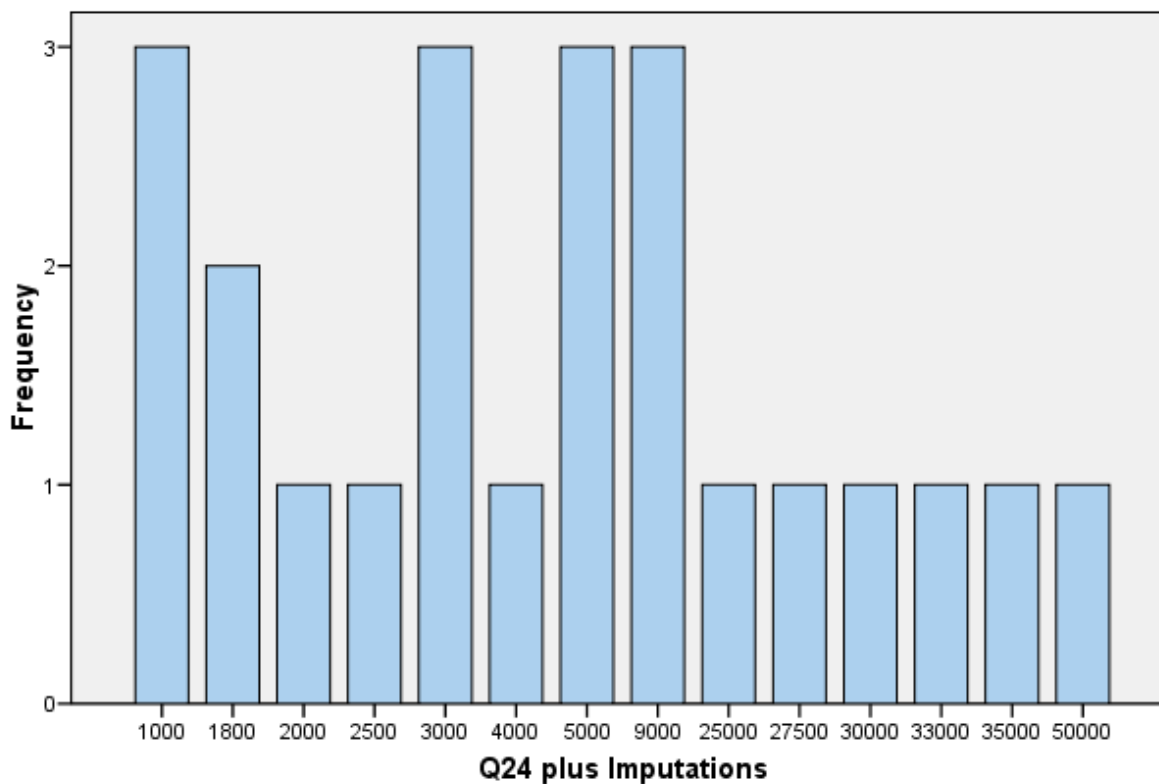
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	11	.7	34.4	34.4
	2 Not Checked	21	1.4	65.6	100.0
	Total	32	2.1	100.0	
Missing	System	1486	97.9		
Total		1518	100.0		

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

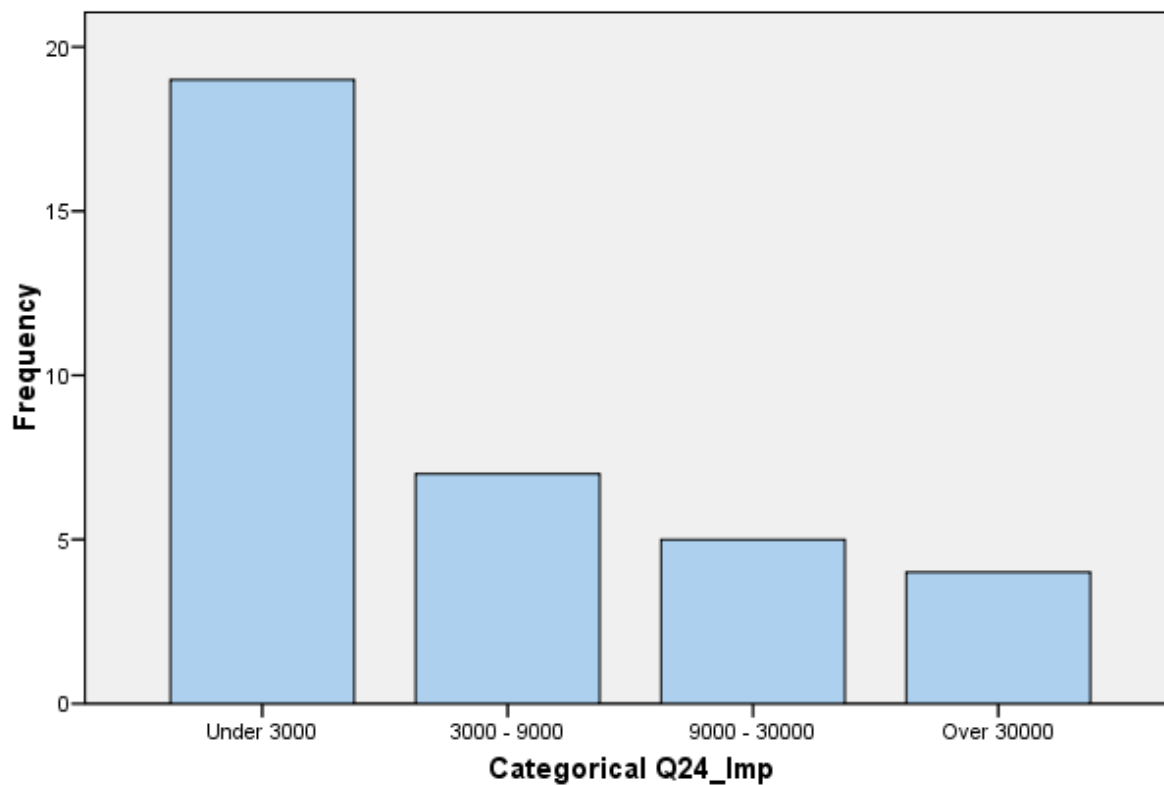
a. Multiple modes exist. The smallest value is shown

Q24 plus Imputations

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		

Categorical Q24_Imp



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	
Q24_Cat	1 Under 3000	11	4	3	1	0	19
Categorical	2 3000 - 9000	4	0	1	1	0	7
Q24_Imp	3 9000 - 30000	1	2	1	0	1	5
	4 Over 30000	2	0	1	0	1	4
Total		18	6	6	2	2	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



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I-5 & I-90 Economic Impact Survey**I-5 Closure**

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

- ☐ Yes
☐ No

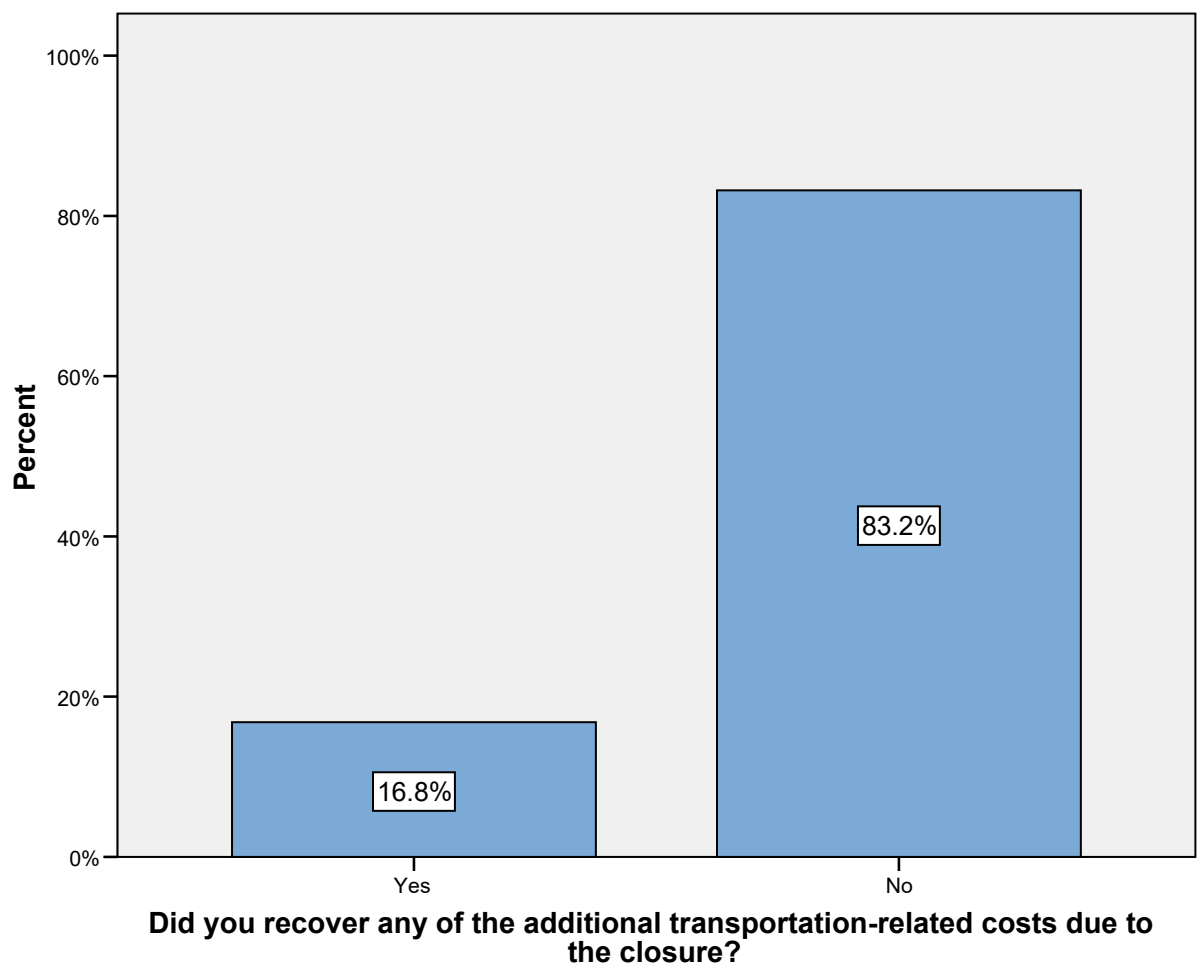
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Q27 Did you recover any of the additional transportation-related costs due to the closure?

		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		





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I-5 Closure

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Which type of additional costs did you recover?

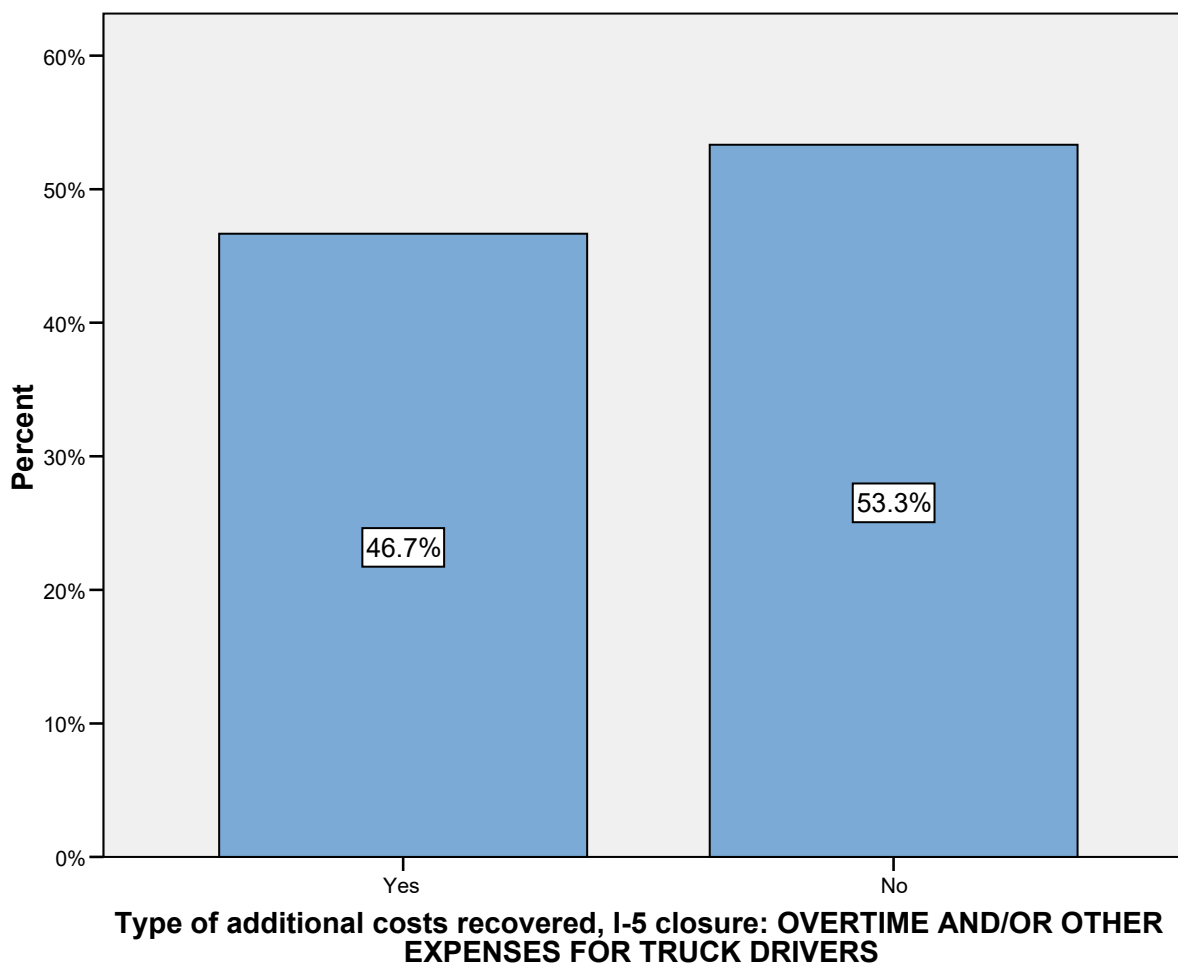
- ☐ Overtime and/or other expenses for truck drivers
☐ Additional fuel costs
☐ Acquiring additional equipment
☐ Paying a higher rate for expedited and/or guaranteed services
☐ Additional inventory and/or storage costs services
☐ Or other

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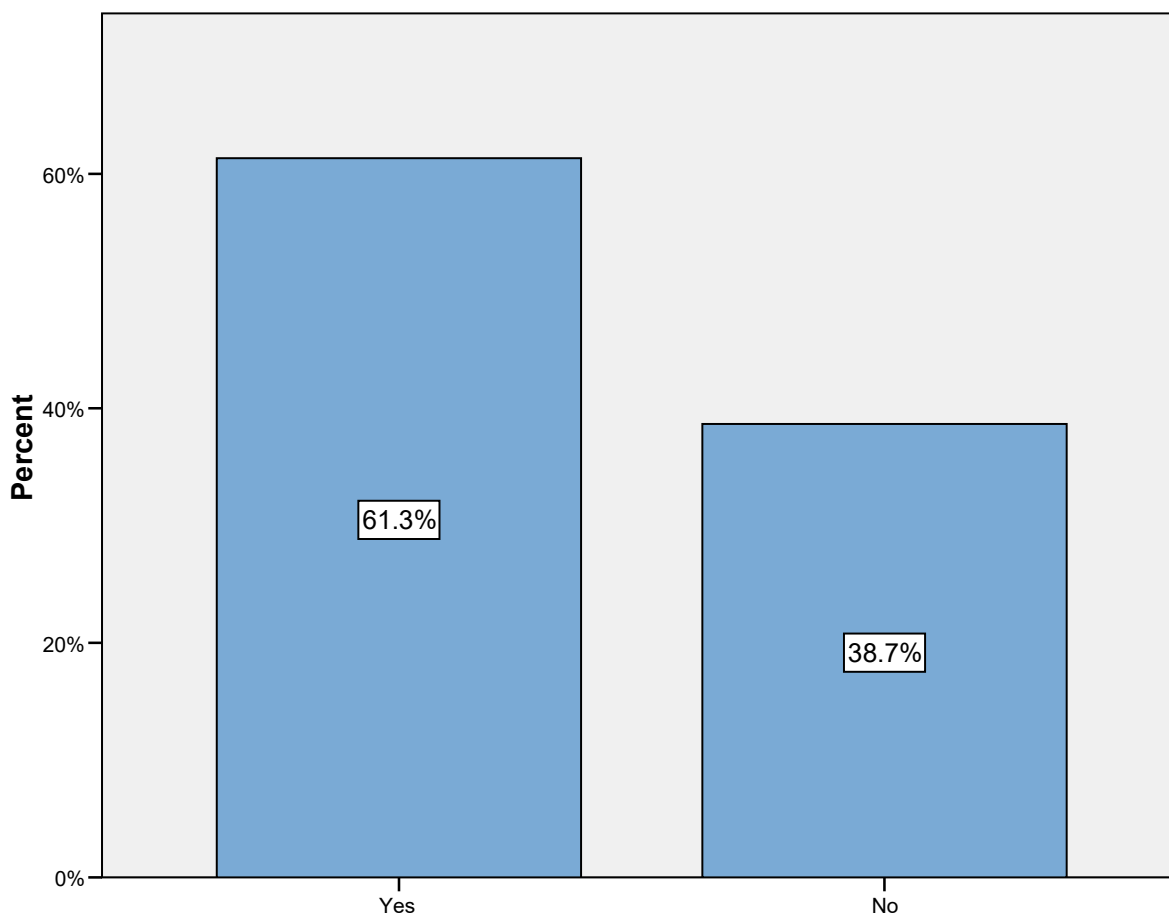
**Q28A Type of additional costs recovered, I-5 closure: OVERTIME AND/OR OTHER
EXPENSES FOR TRUCK DRIVERS**

		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

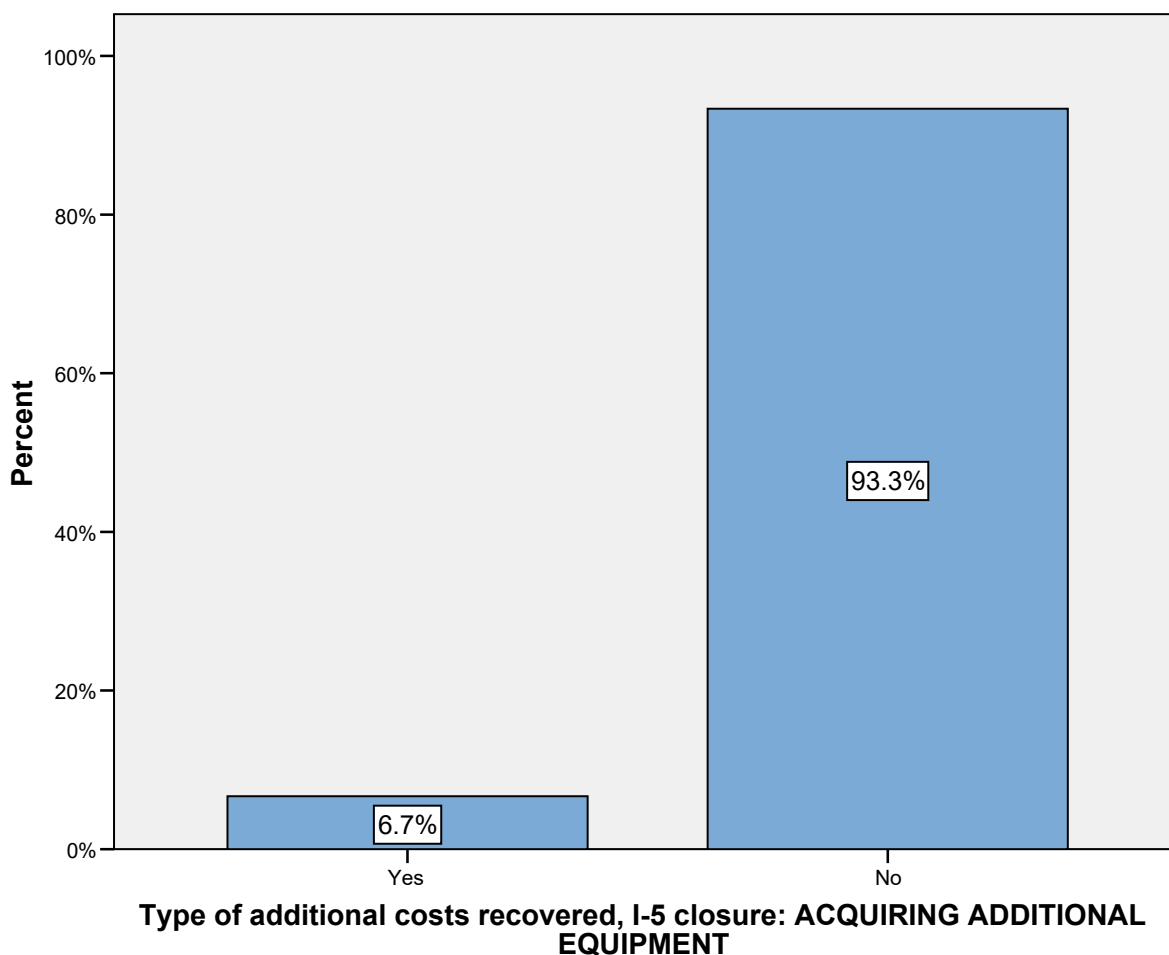
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	46	3.0	61.3	61.3
	2 No	29	1.9	38.7	100.0
	Total	75	4.9	100.0	
Missing	-1 Don't know	1	.1		
	System	1442	95.0		
	Total	1443	95.1		
Total		1518	100.0		



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

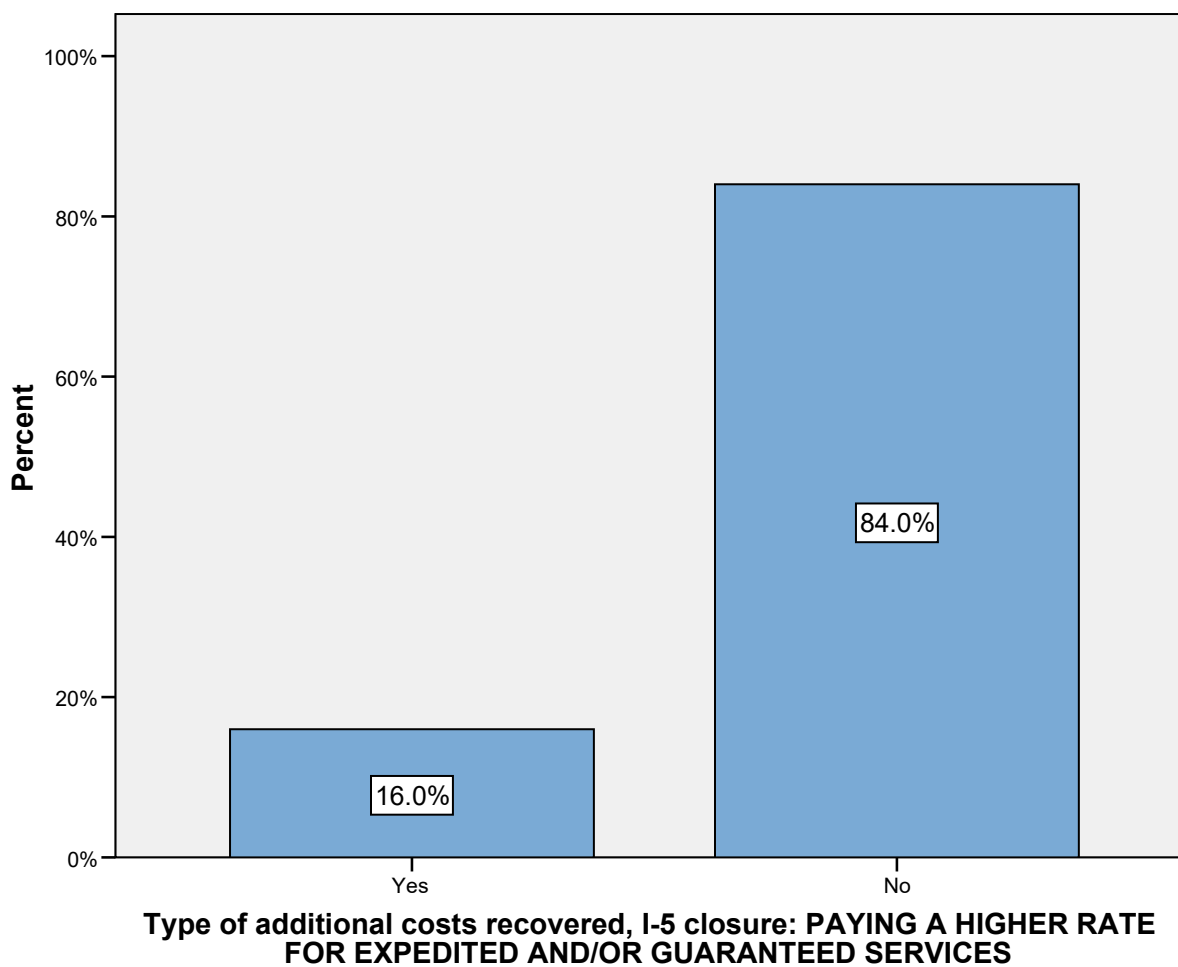
Q28C Type of additional costs recovered, I-5 closure: ACQUIRING ADDITIONAL EQUIPMENT

		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		



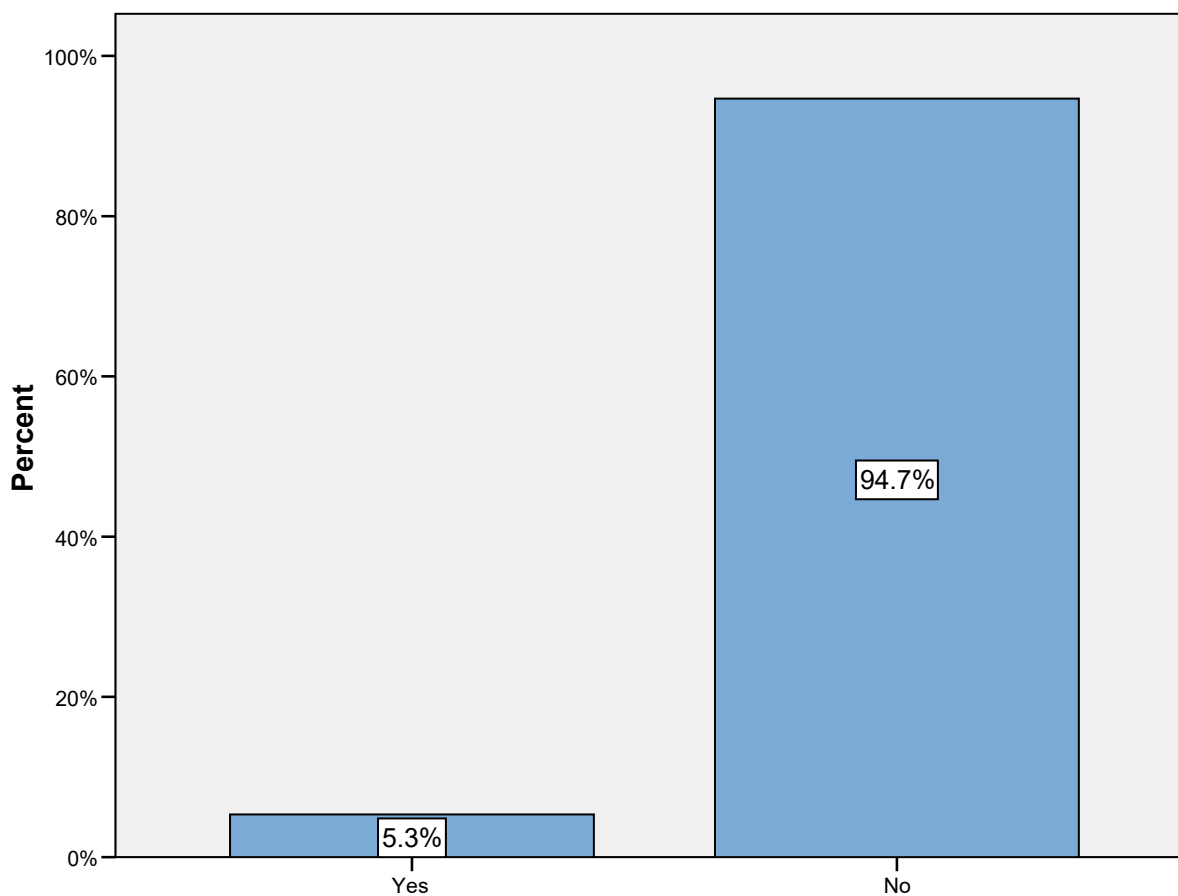
Q28D Type of additional costs recovered, I-5 closure: PAYING A HIGHER RATE FOR EXPEDITED AND/OR GUARANTEED SERVICES

		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		



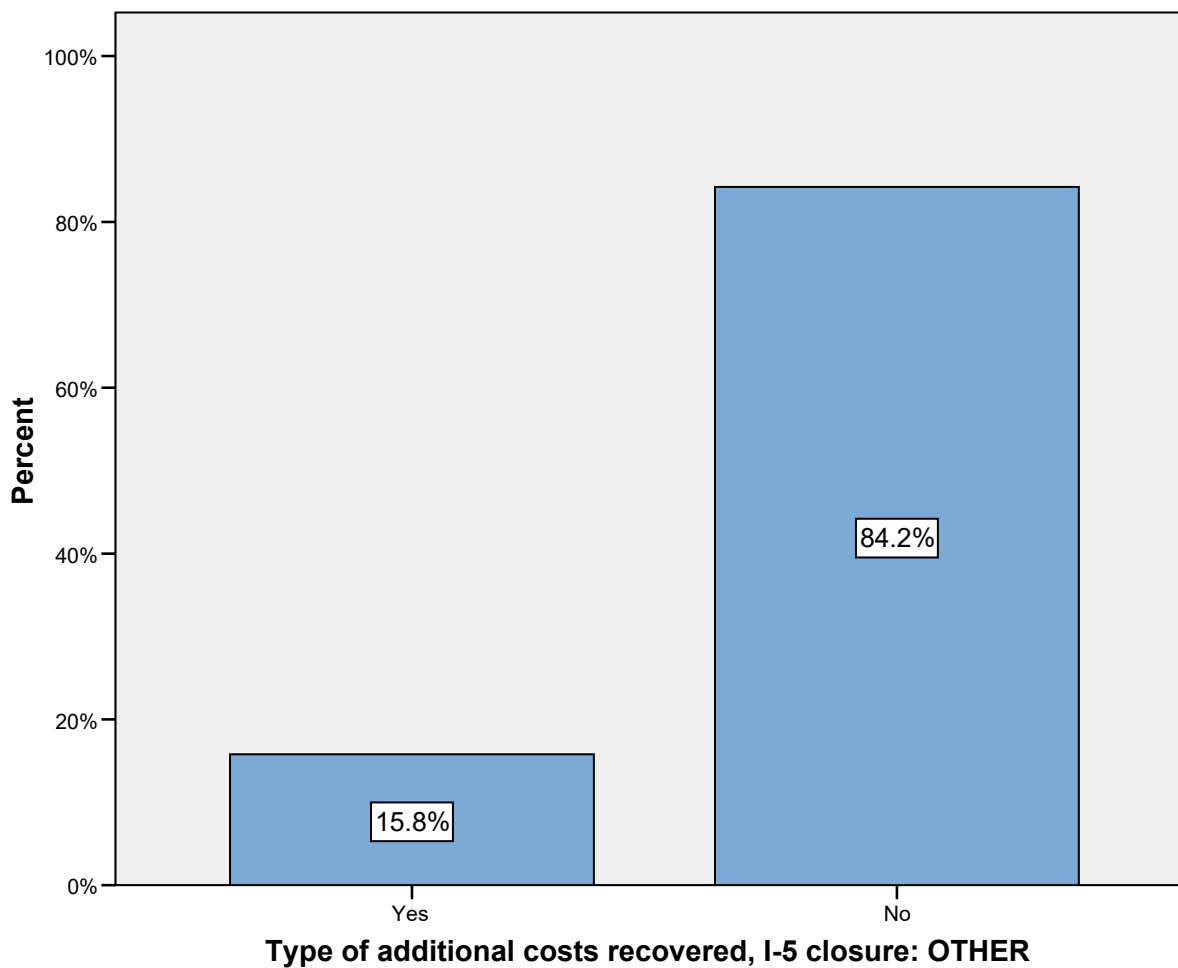
**Q28E Type of additional costs recovered, I-5 closure: ADDITIONAL INVENTORY
AND/OR STORAGE COSTS**

		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		

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

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		





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I-5 Closure

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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

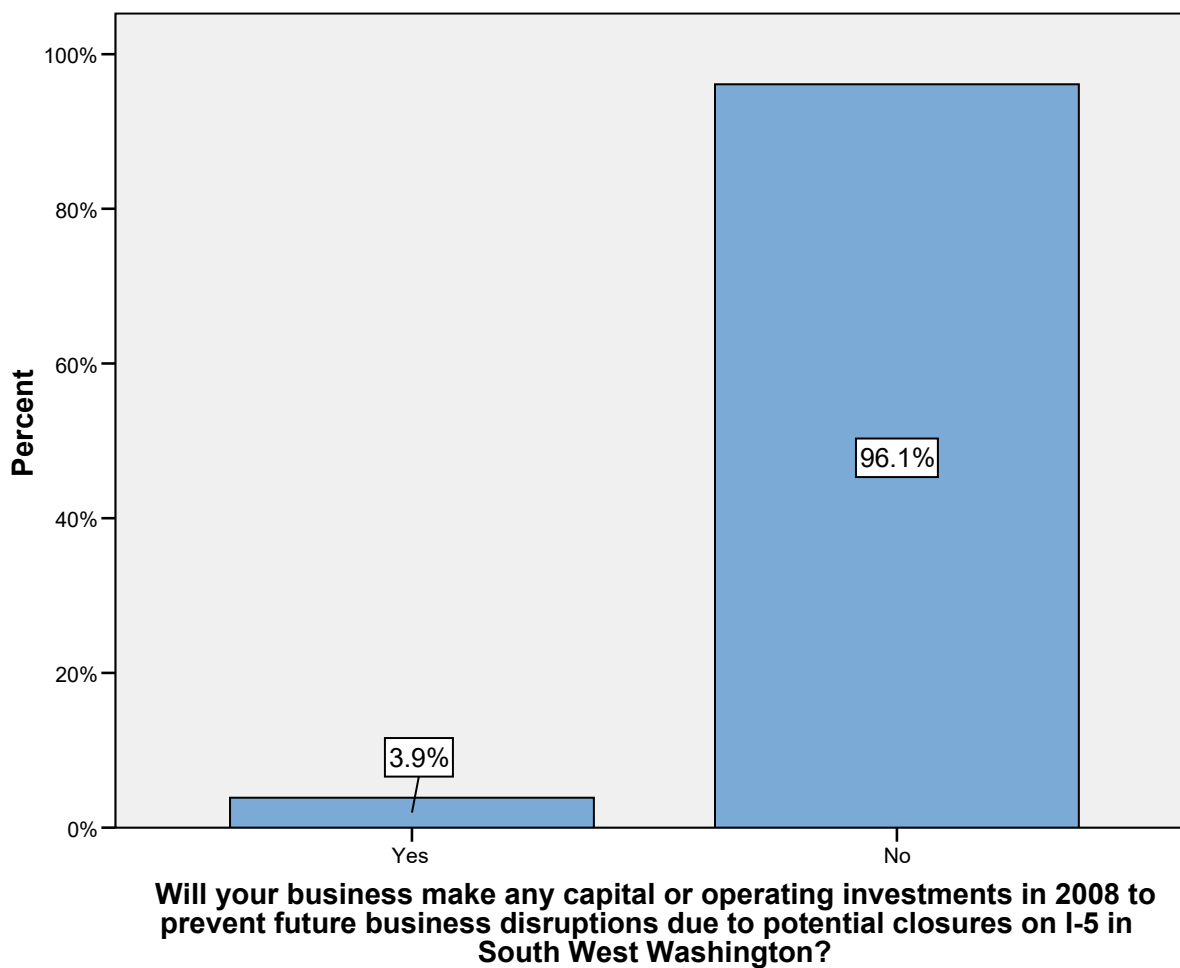
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Q29 Will your business make any capital or operating investments in 2008 to prevent future business disruptions due to potential closures on I-5 in South West Washington?

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

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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
Median		0
Std. Deviation		5000.0000
Minimum		28837.345
Maximum		58
		.00
		80000.00



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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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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		80000000.00

Q31C Q31 Web Don't Know

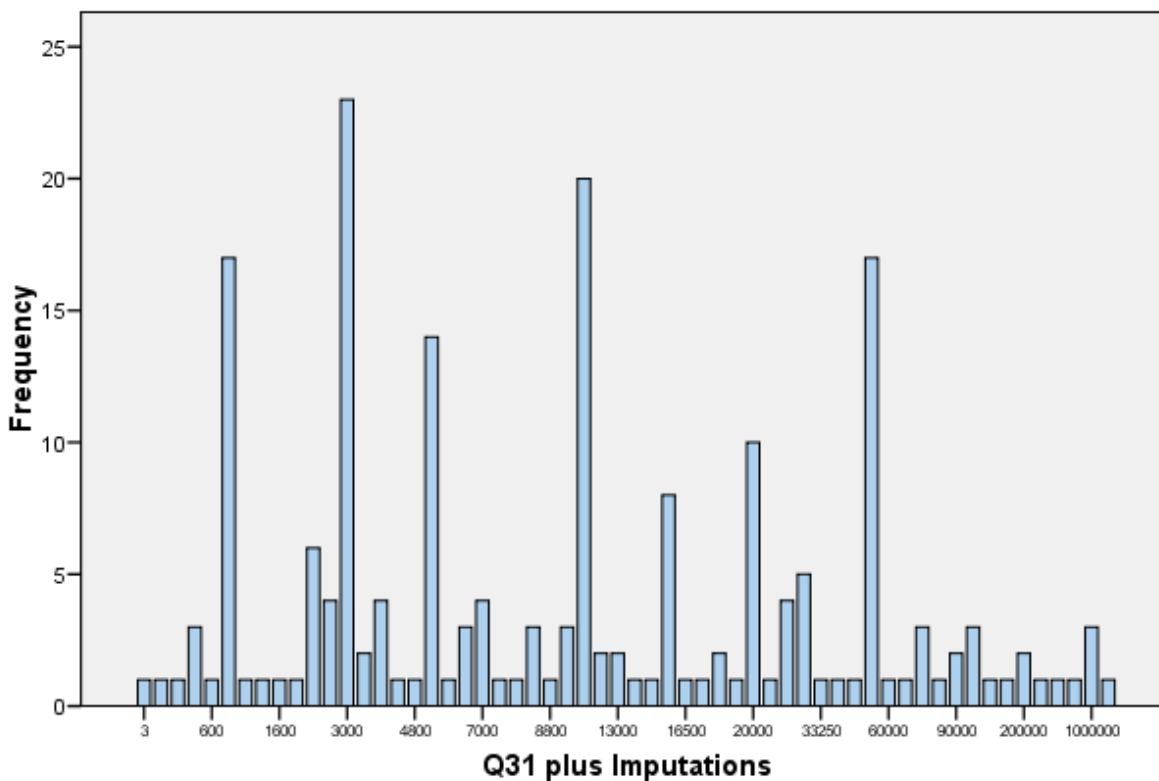
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	52	3.4	35.9	35.9
	2 Not Checked	93	6.1	64.1	100.0
	Total	145	9.6	100.0	
Missing	System	1373	90.4		
Total		1518	100.0		

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

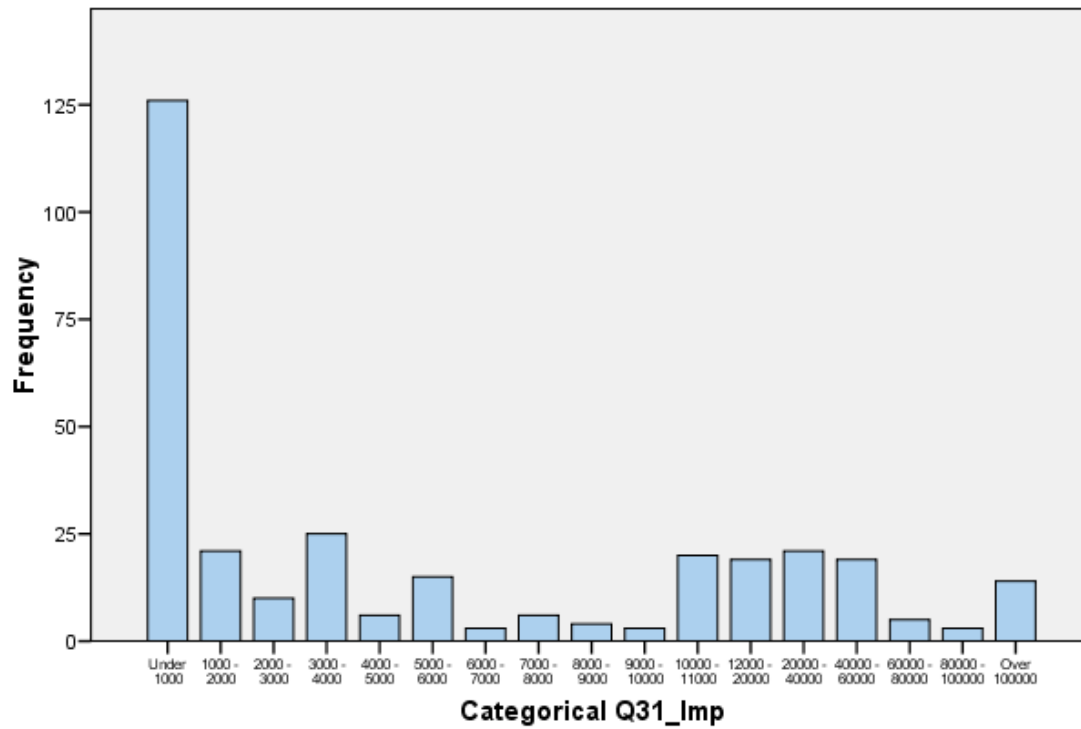
Q31 plus Imputations



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		

Categorical Q31_Imp



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



Washington State University

I-5 & I-90 Economic Impact Survey**I-5 Closure**

35 - 76

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

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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



Washington State University

I-5 & I-90 Economic Impact Survey

I-5 Closure

36 - 76

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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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



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I-5 & I-90 Economic Impact Survey

I-5 Closure

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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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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



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I-5 & I-90 Economic Impact Survey

I-5 Closure

38 - 76

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

%

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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



Washington State University

I-5 & I-90 Economic Impact Survey**I-5 Closure**

39 - 76

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

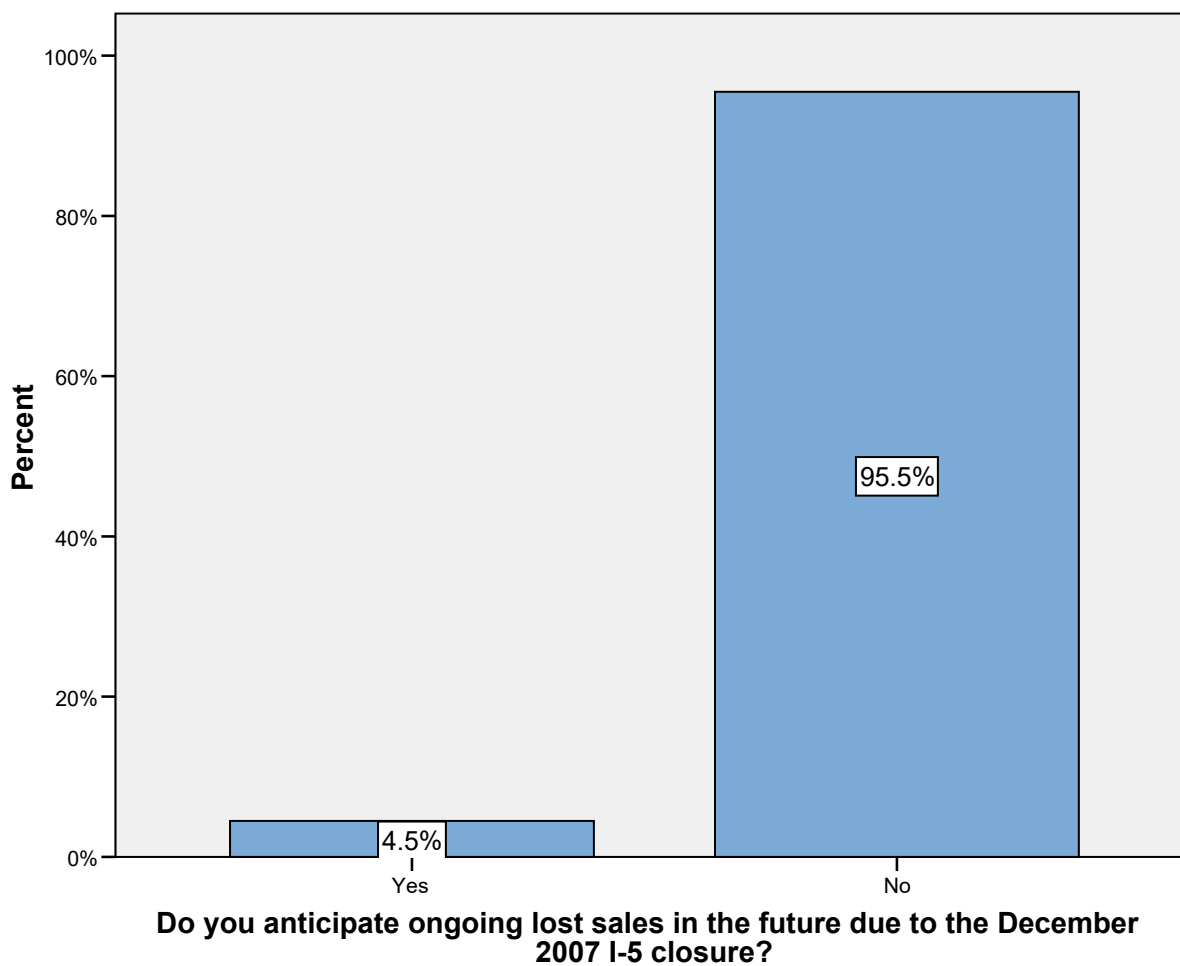
- ☒ Yes
☐ No

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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		





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I-5 & I-90 Economic Impact Survey**I-5 Closure**

40 - 76

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

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

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 0	2	.1	25.0	25.0
13	1	.1	12.5	37.5
10000	3	.2	37.5	75.0
18000	1	.1	12.5	87.5
200000	1	.1	12.5	100.0
Total	8	.5	100.0	
Missing -1 Don't know	5	.3		
System	1505	99.1		
Total	1510	99.5		
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



Washington State University

I-5 & I-90 Economic Impact Survey

I-5 Closure

41 - 76

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

Number of: ☐ Days
☐ Weeks
☐ Months

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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	1	1
	6	1	1
	8	1	1
	500	1	1
Total		4	4

I-90 Closure



Washington State University

I-5 & I-90 Economic Impact Survey

I-90 Closure

42 - 76

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

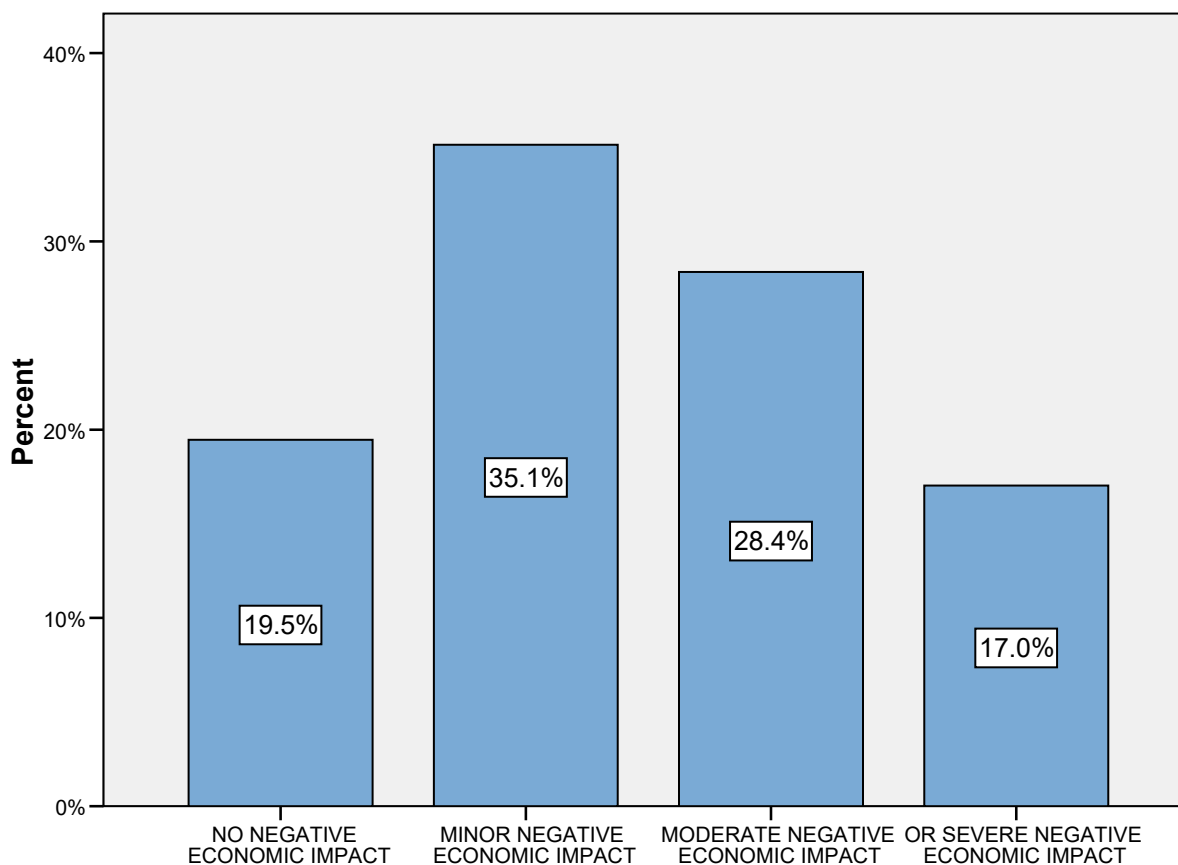
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Q42 How would you describe the level of NEGATIVE economic impact to your business from the I-90 closure at Snoqualmie Pass that occurred from January 29 to February 1, 2008?

		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		



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?**



Washington State University

I-5 & I-90 Economic Impact Survey**I-90 Closure**

43 - 76

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)

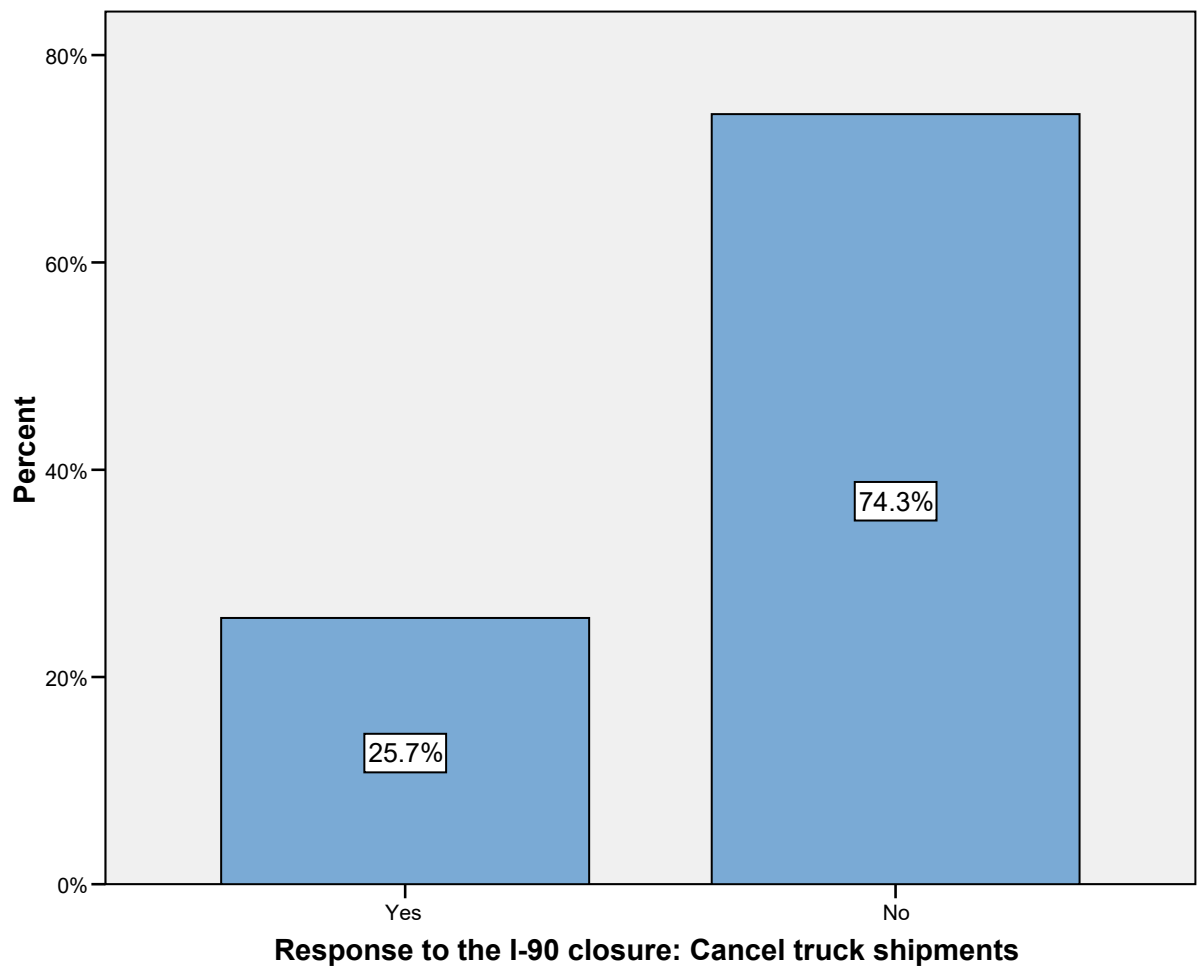
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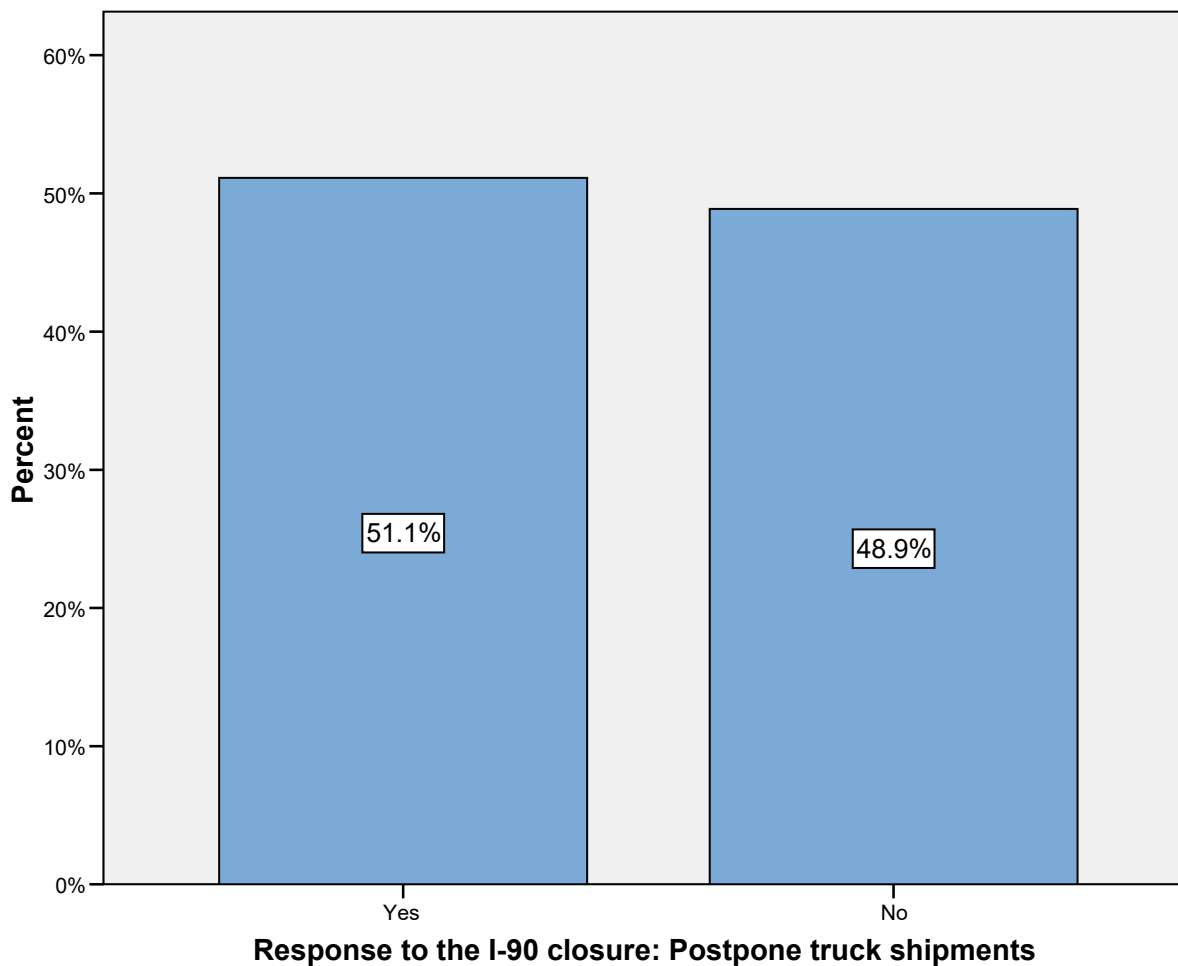
Q43A Response to the I-90 closure: Cancel truck shipments

		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		



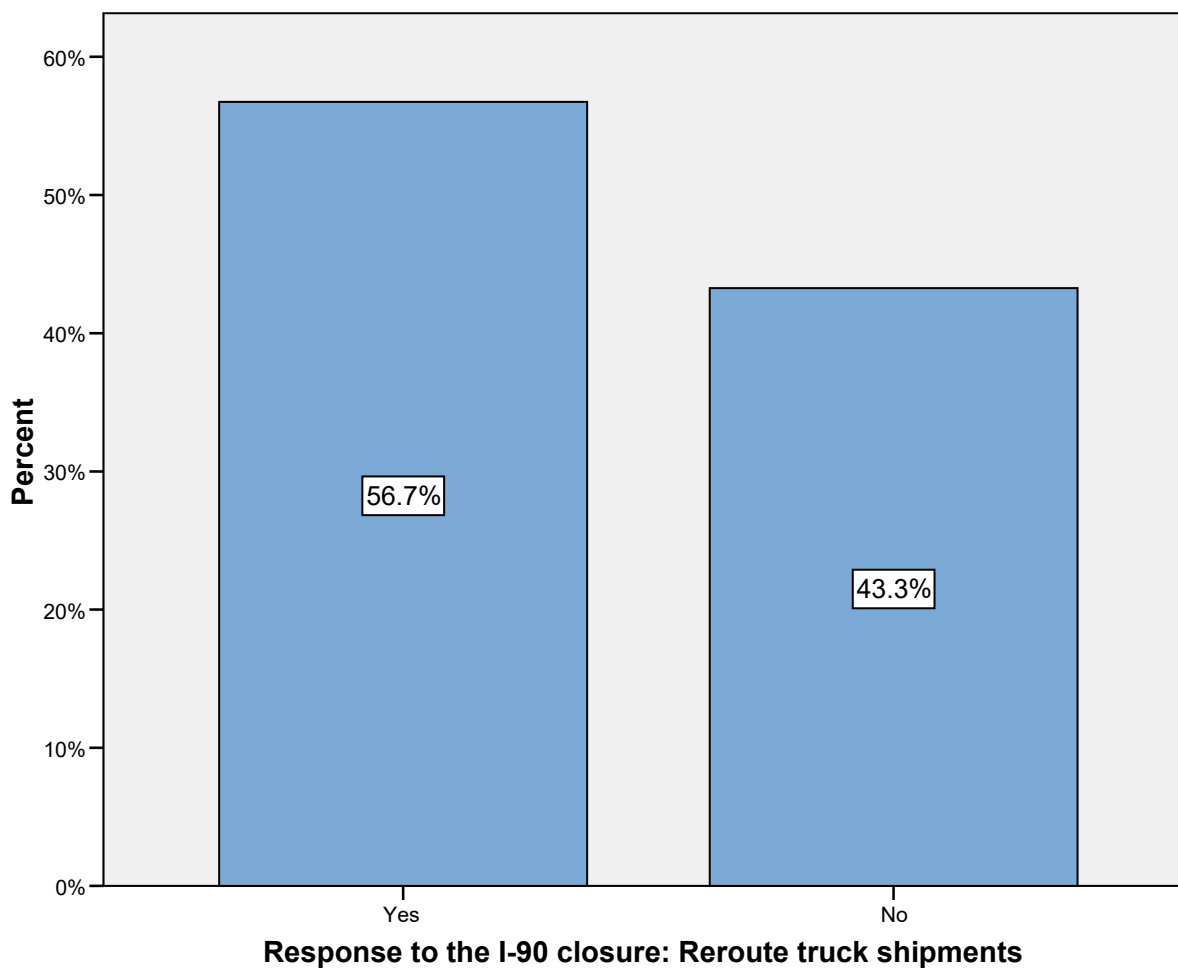
Q43B Response to the I-90 closure: Postpone truck shipments

		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		



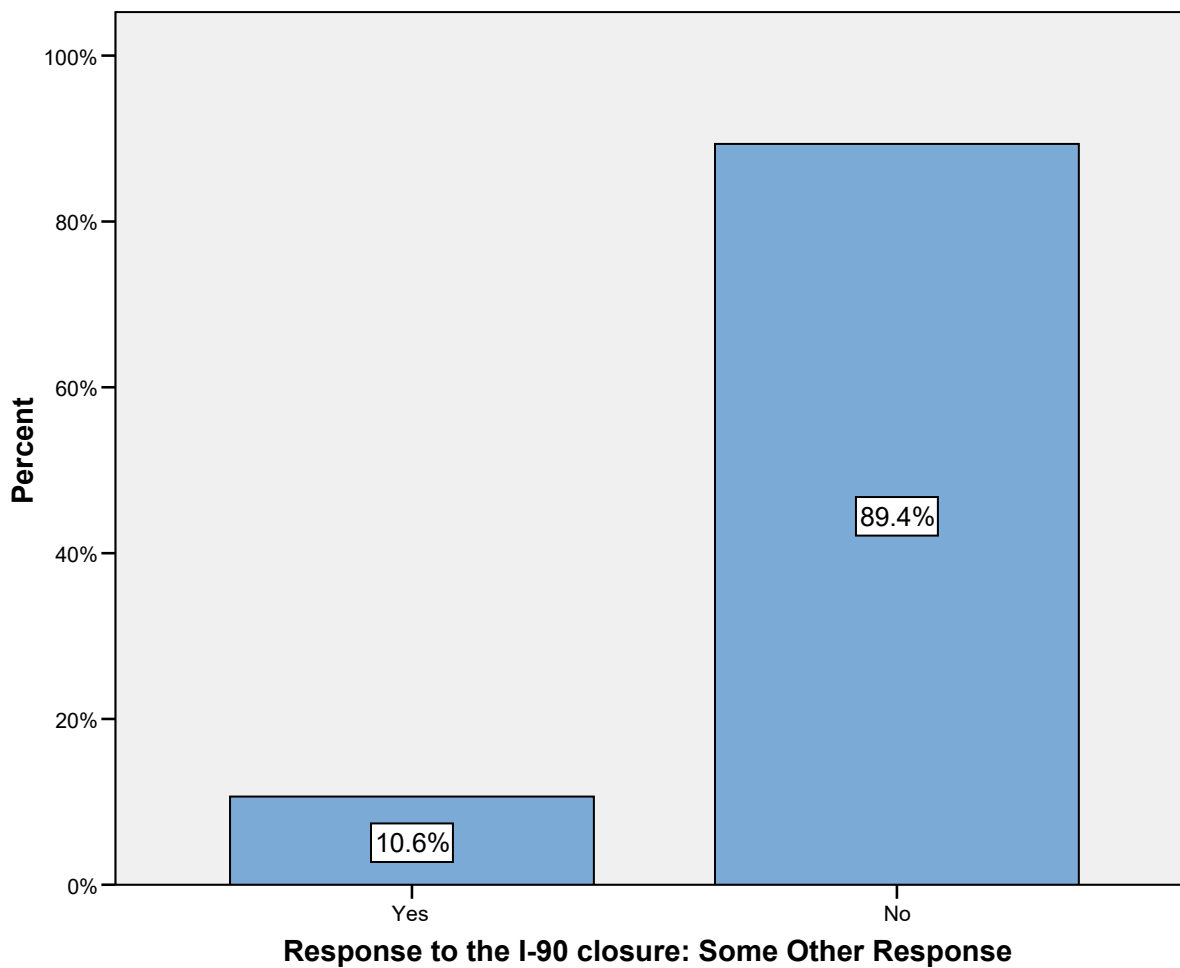
Q43C Response to the I-90 closure: Reroute truck shipments

		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		





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I-5 & I-90 Economic Impact Survey

I-90 Closure

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

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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



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I-5 & I-90 Economic Impact Survey

I-90 Closure

45 - 76

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

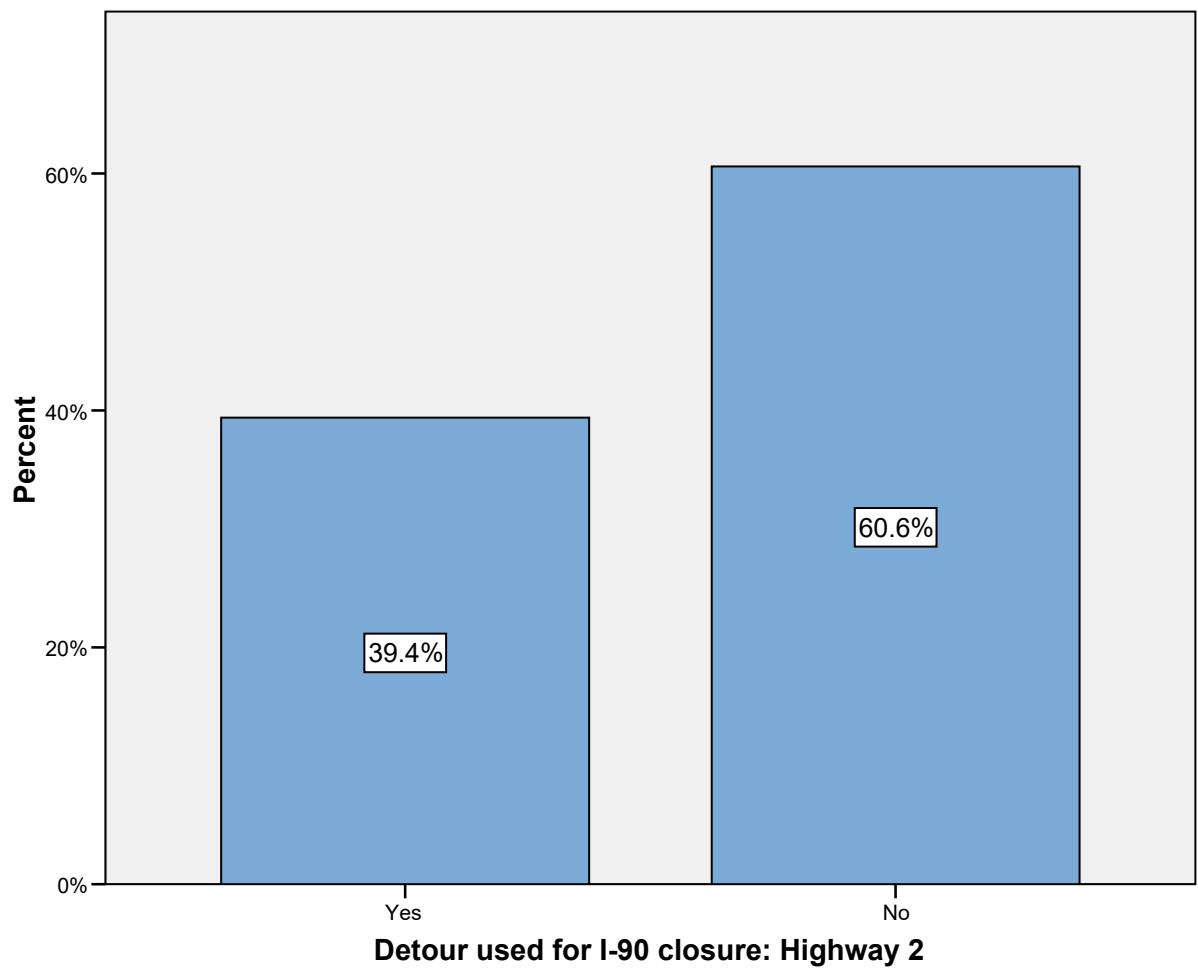
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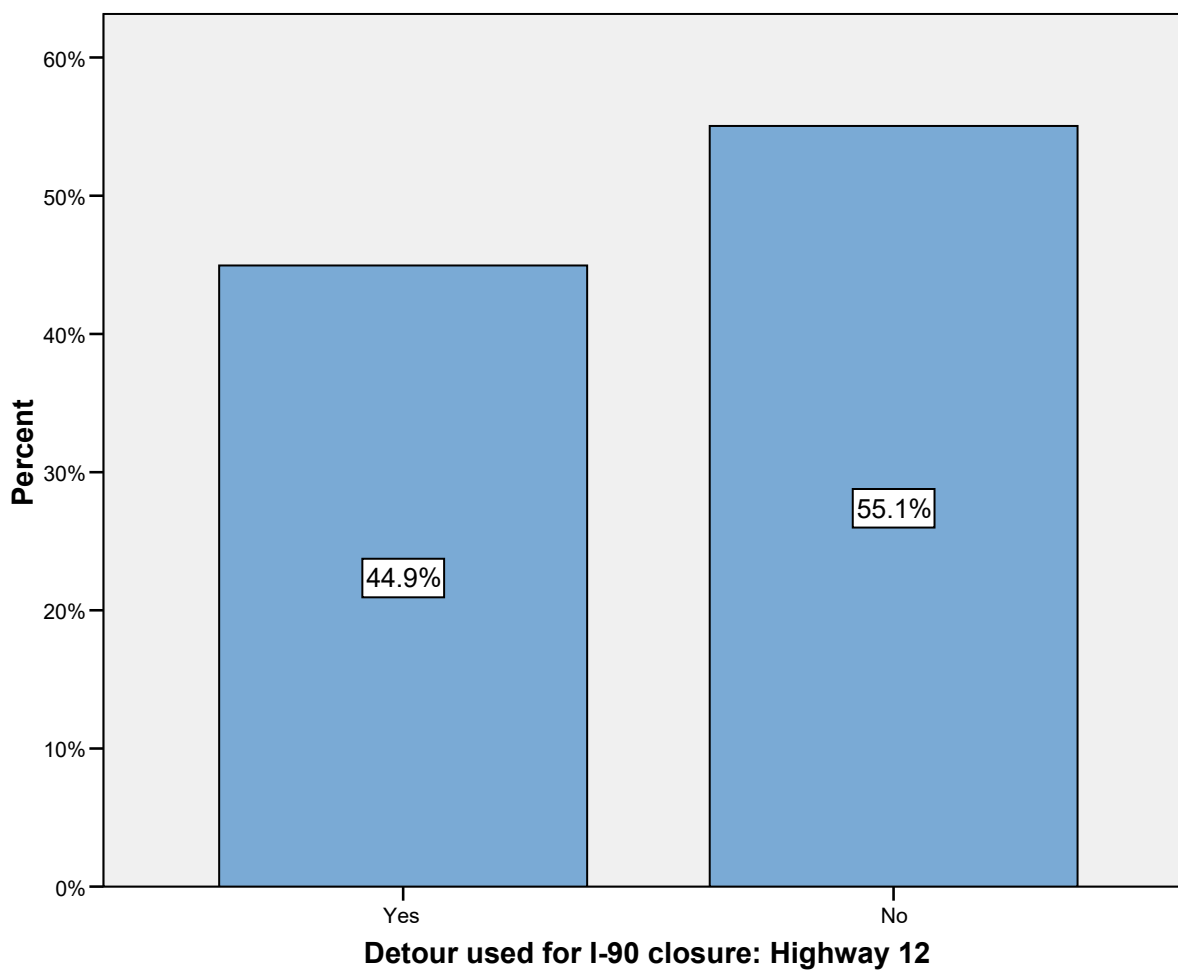
Q45A Detour used for I-90 closure: Highway 2

		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		



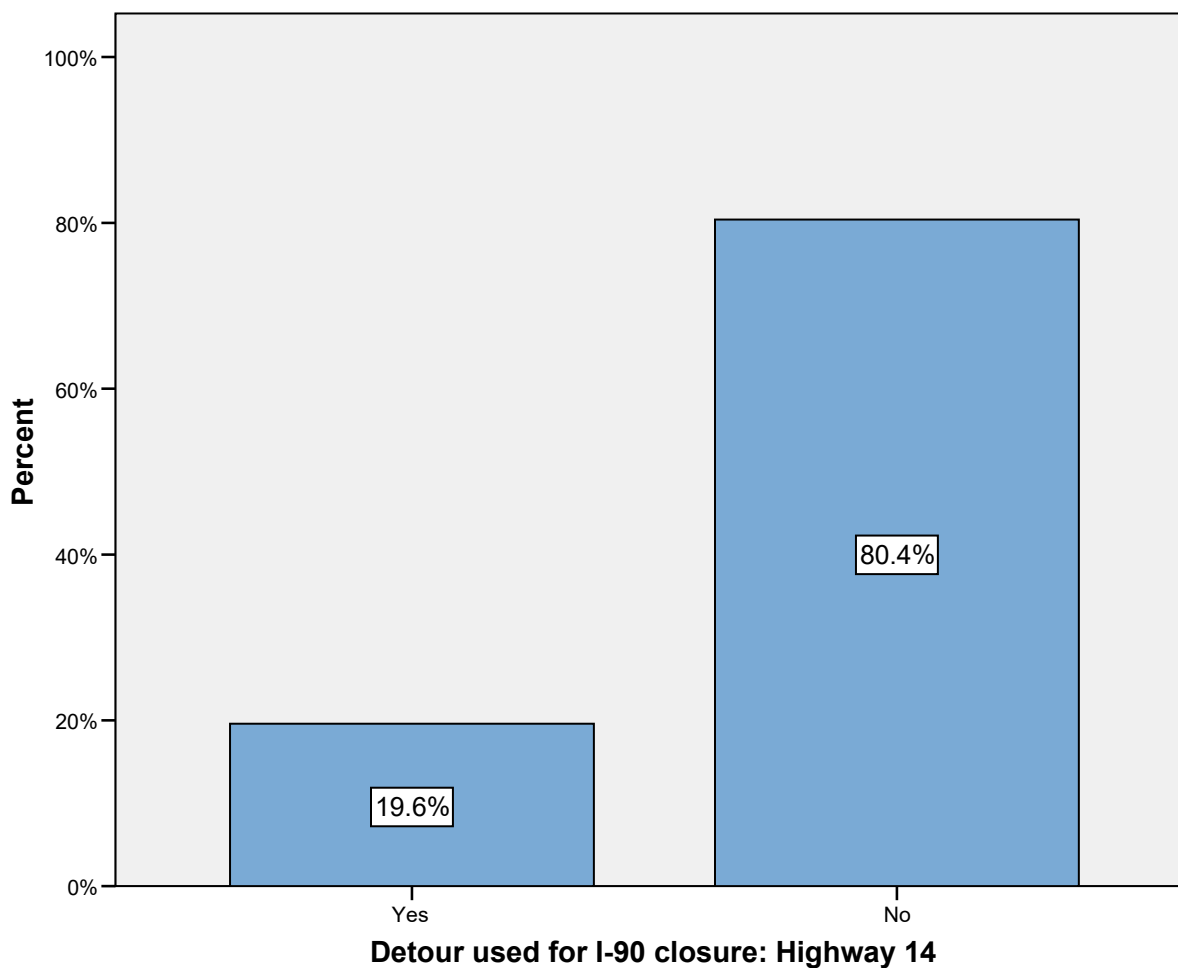
Q45B Detour used for I-90 closure: Highway 12

		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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I-5 & I-90 Economic Impact Survey**I-90 Closure**

46 - 76

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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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



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I-5 & I-90 Economic Impact Survey**I-90 Closure**

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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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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
		9
Minimum		.00
Maximum		40000.00



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I-5 & I-90 Economic Impact Survey**I-90 Closure**

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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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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



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I-5 & I-90 Economic Impact Survey

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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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
Std. Deviation		8067.6805
		9
Minimum		.00
Maximum		35000.00



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I-5 & I-90 Economic Impact Survey**I-90 Closure**

50 - 76

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

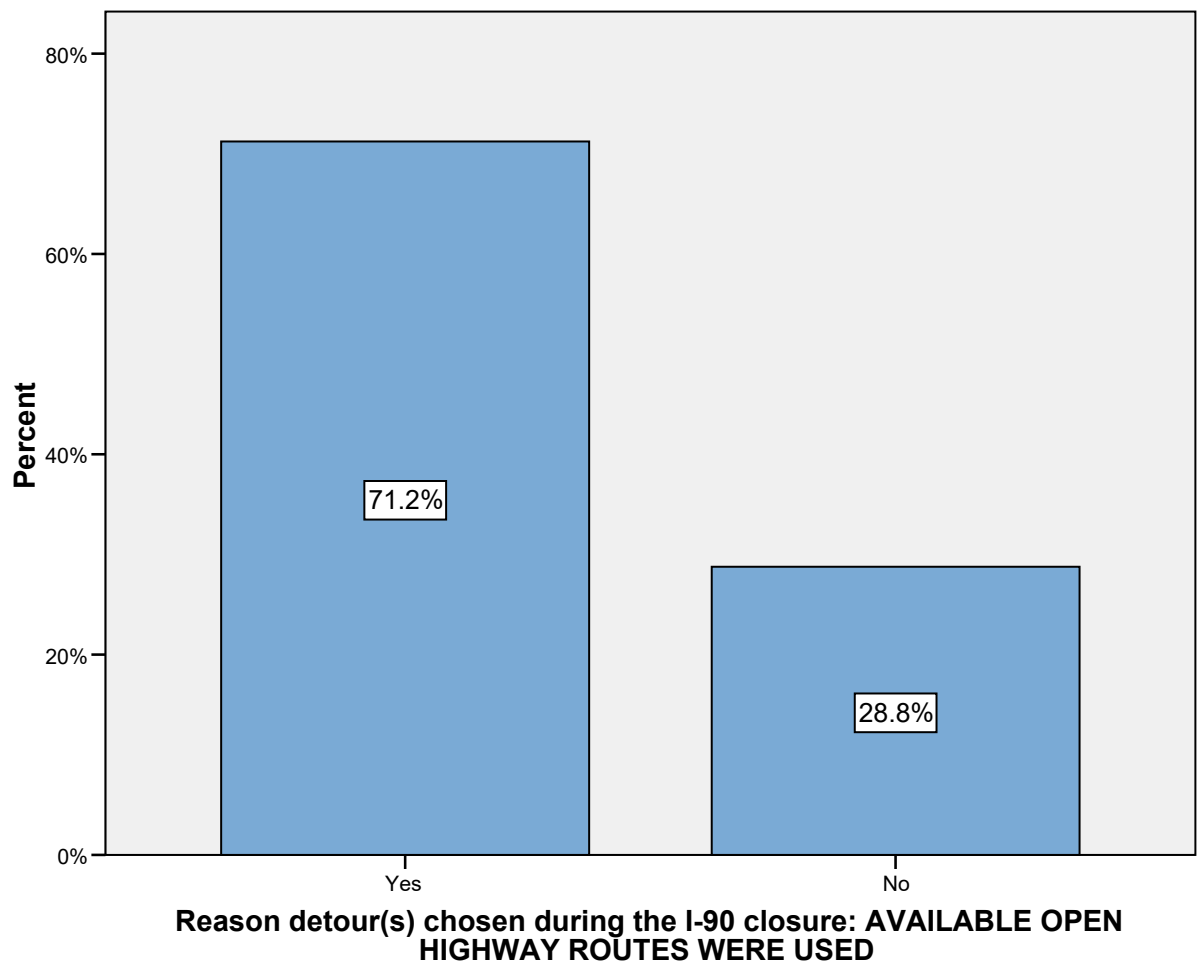
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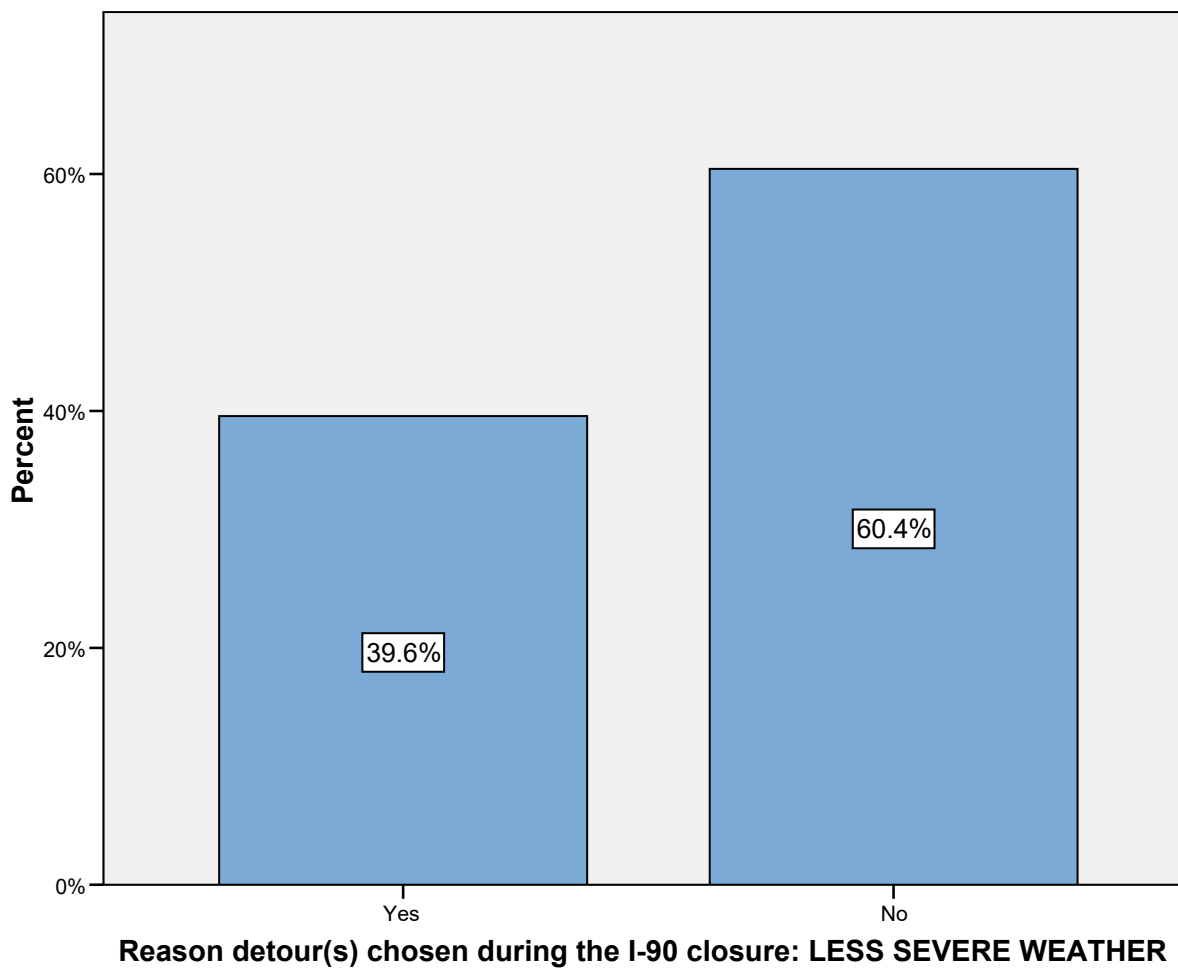
**Q50A Reason detour(s) chosen during the I-90 closure: AVAILABLE OPEN
HIGHWAY ROUTES WERE USED**

		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		



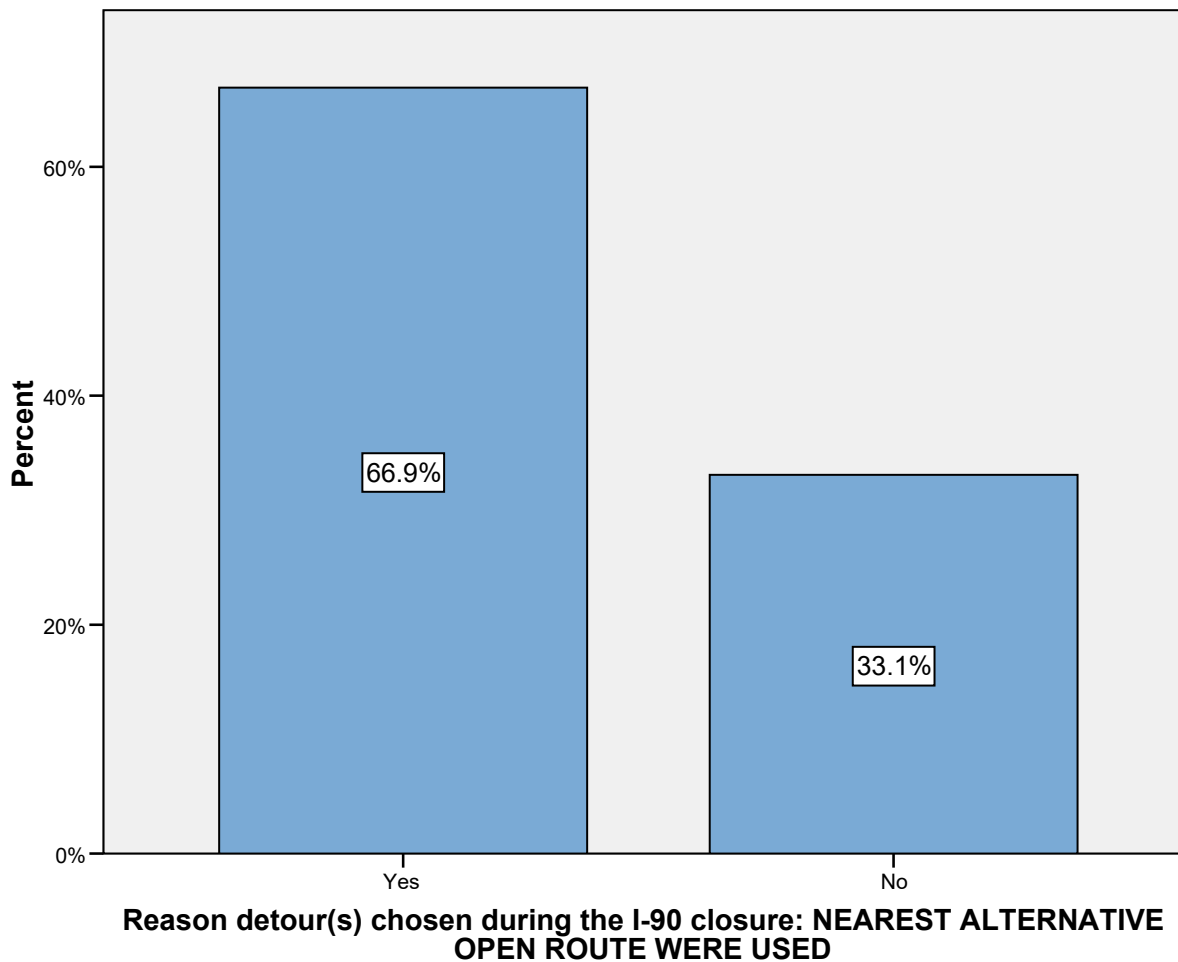
Q50B Reason detour(s) chosen during the I-90 closure: LESS SEVERE WEATHER

		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		



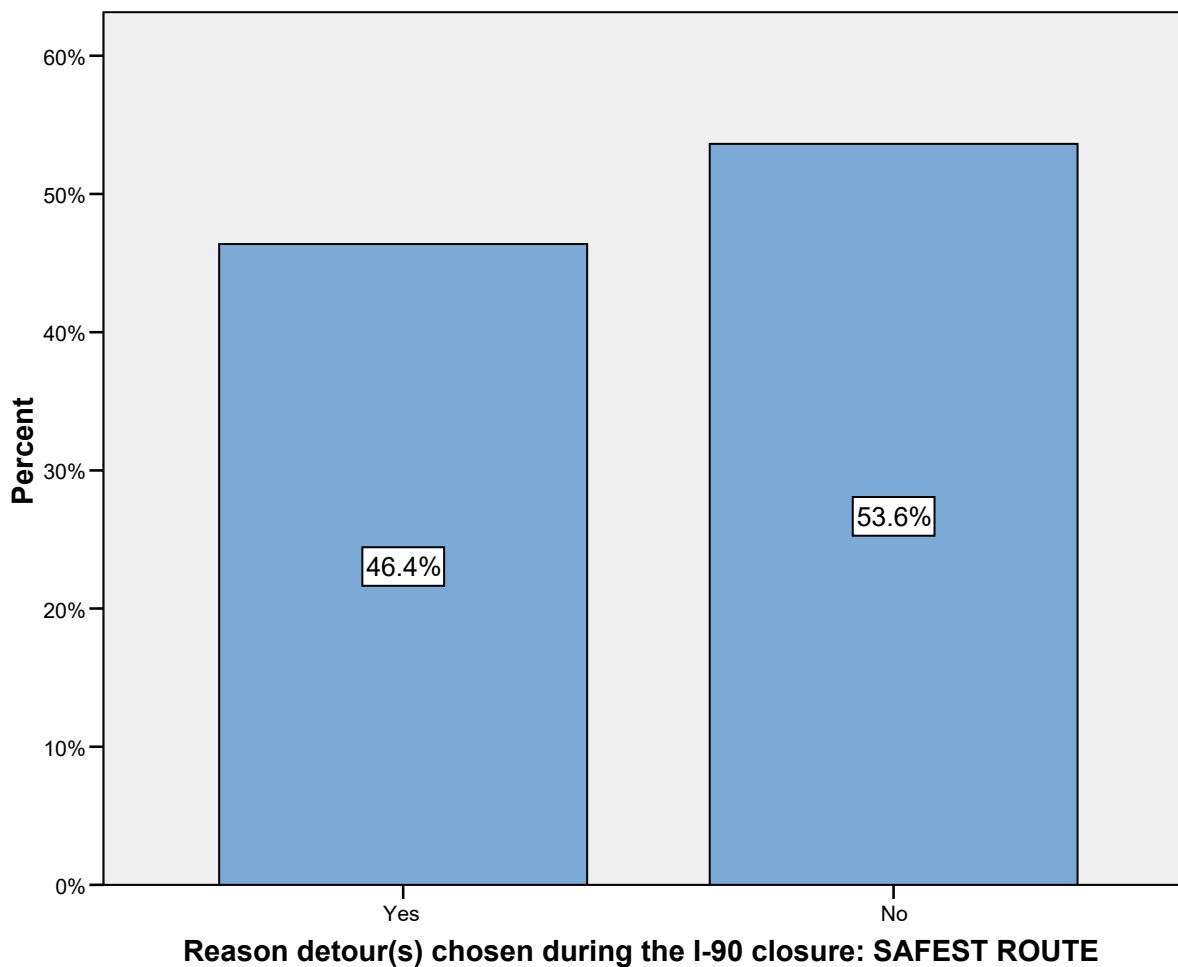
**Q50C Reason detour(s) chosen during the I-90 closure: NEAREST
ALTERNATIVE OPEN ROUTE WERE USED**

		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		



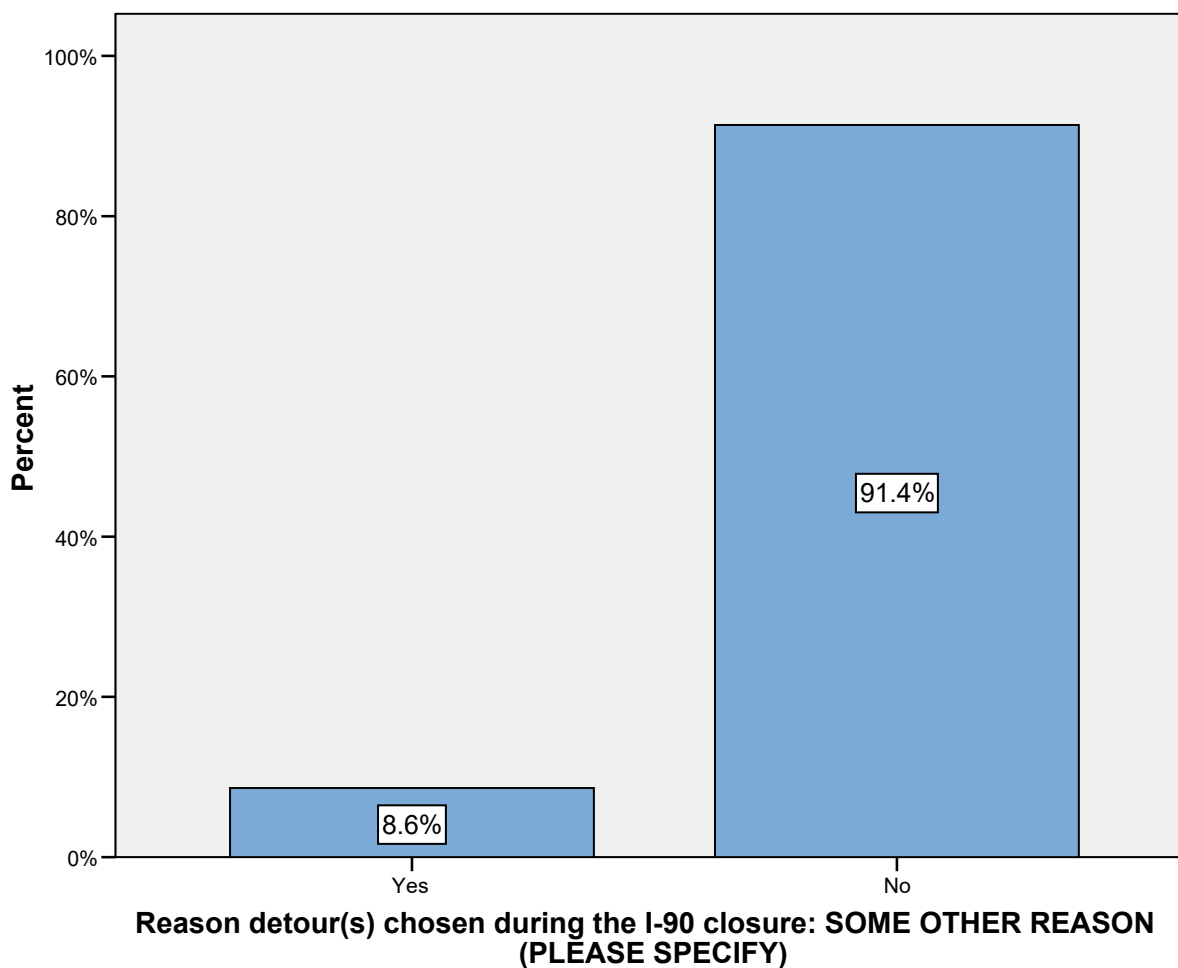
Q50D Reason detour(s) chosen during the I-90 closure: SAFEST ROUTE

		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		





Washington State University

I-5 & I-90 Economic Impact Survey

I-90 Closure

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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

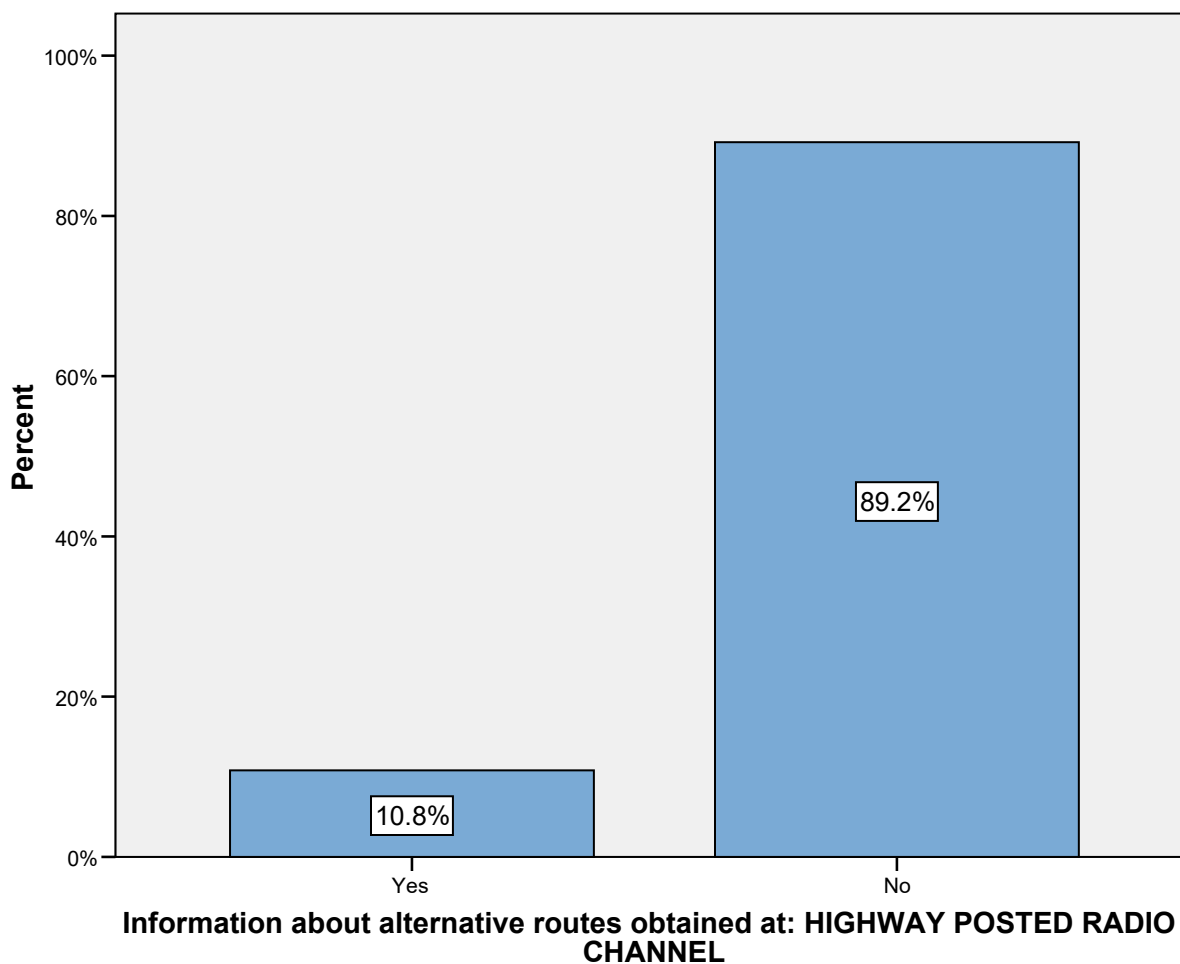
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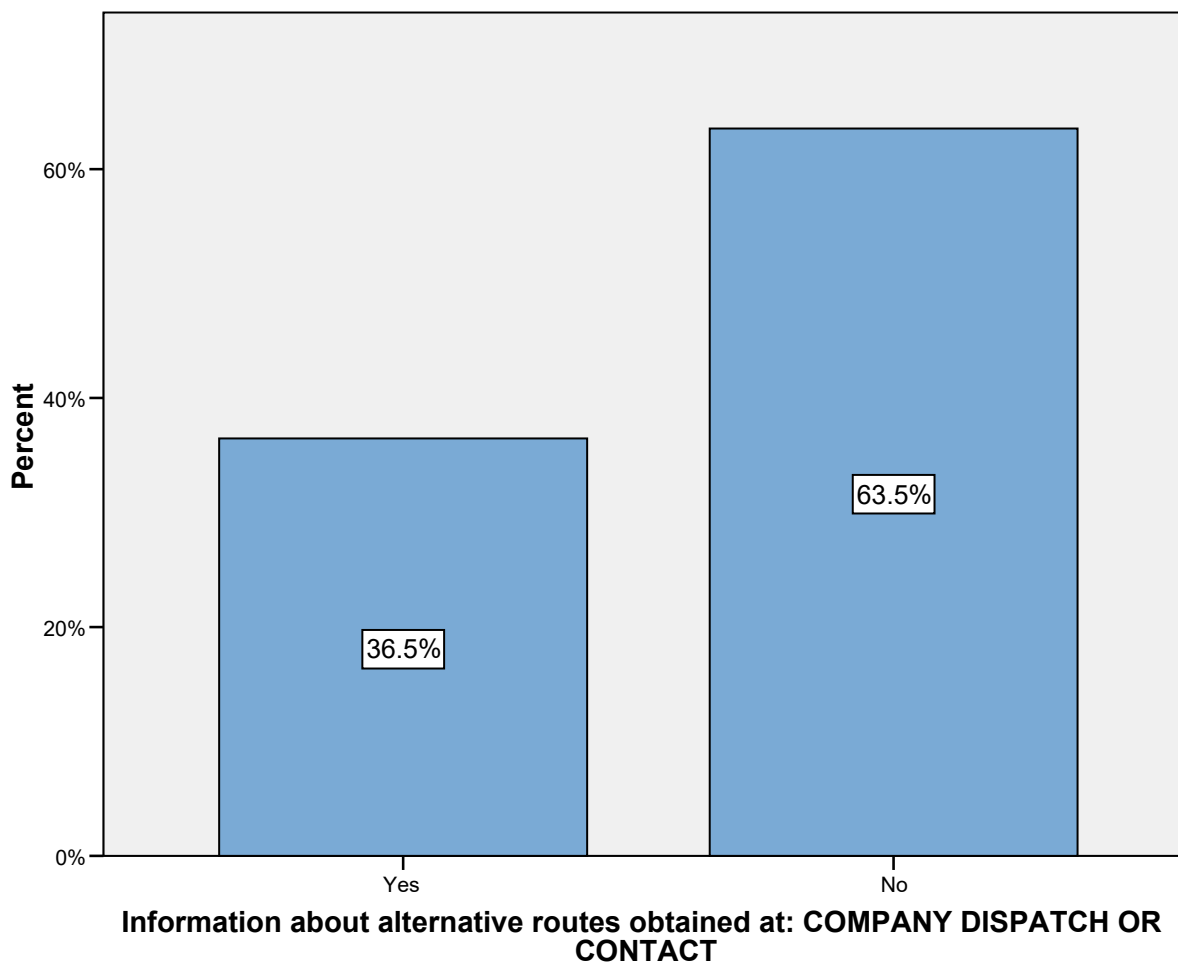
Q51A Information about alternative routes obtained at: HIGHWAY POSTED RADIO CHANNEL

		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		



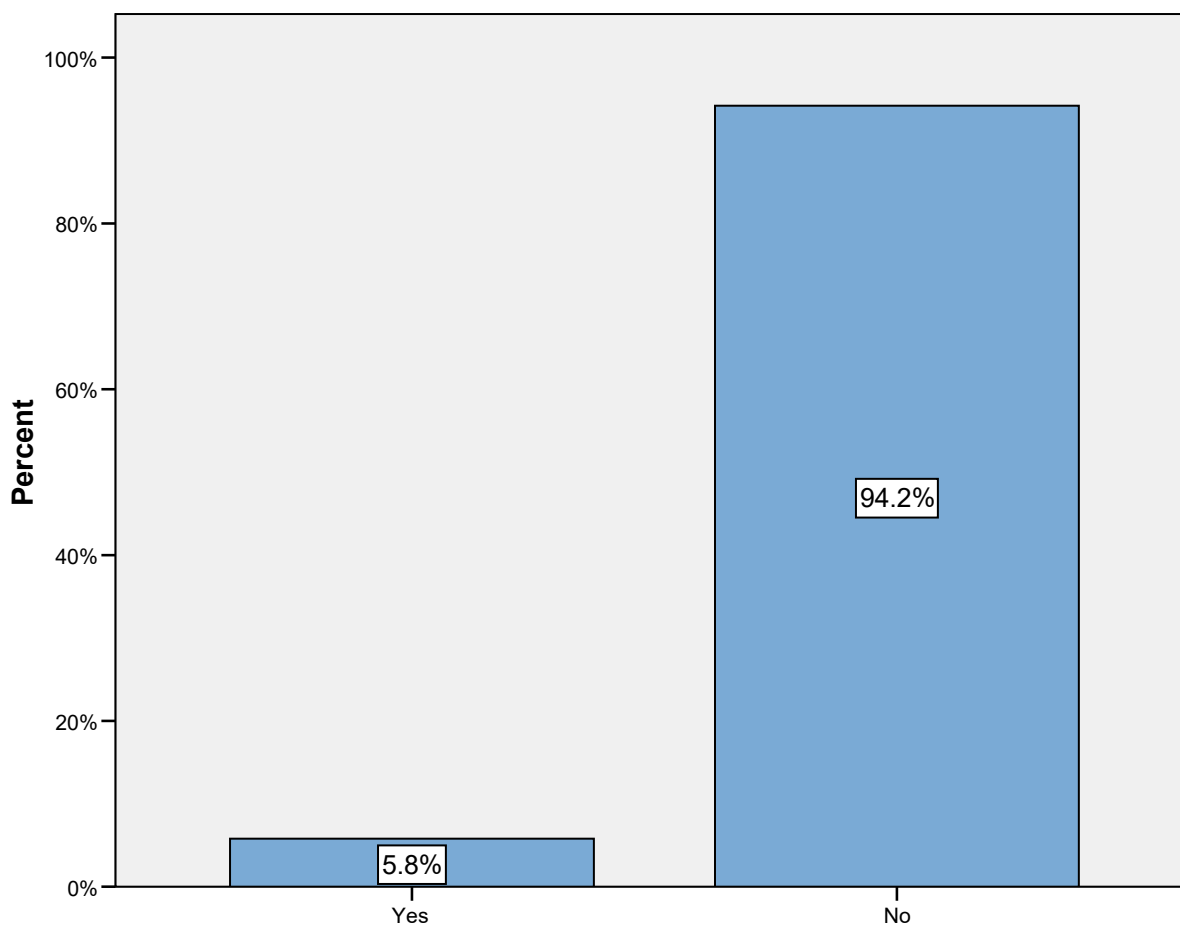
Q51B Information about alternative routes obtained at: COMPANY DISPATCH OR CONTACT

		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

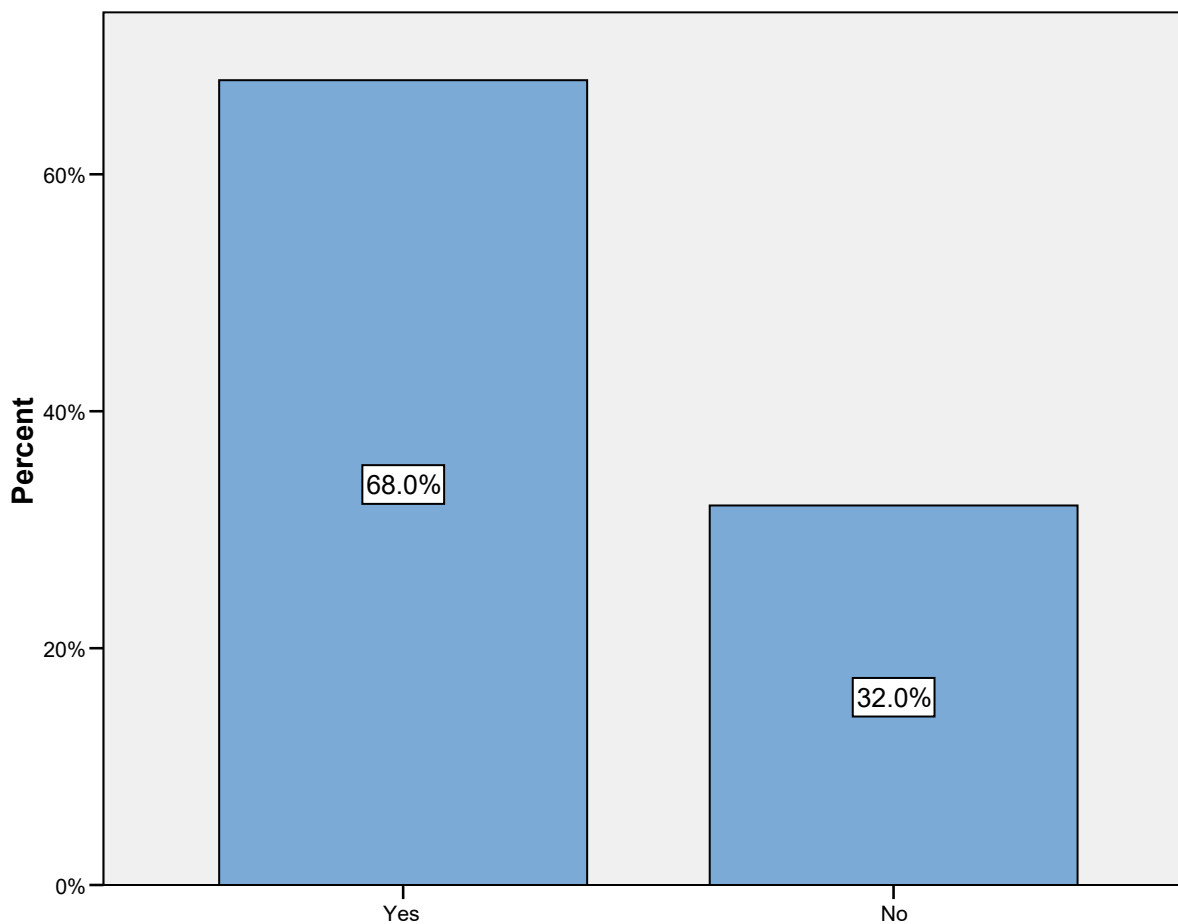
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	21	1.4	5.8	5.8
	2 No	341	22.5	94.2	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
	Total	1156	76.2		
Total		1518	100.0		



Information about alternative routes obtained at: TRUCK WEIGH STATION

Q51D Information about alternative routes obtained at: WSDOT WEBSITE

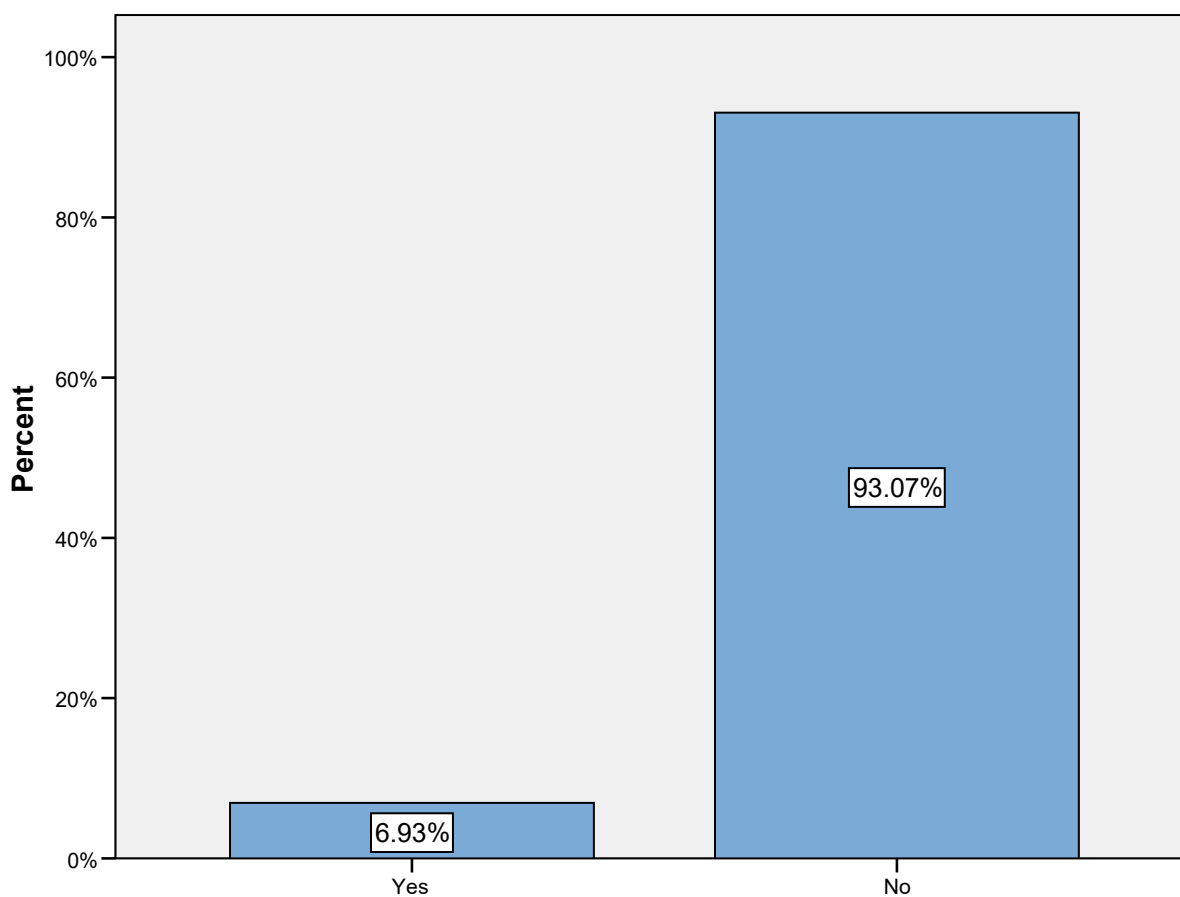
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	246	16.2	68.0	68.0
	2 No	116	7.6	32.0	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
	Total	1156	76.2		
Total		1518	100.0		



Information about alternative routes obtained at: WSDOT WEBSITE

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

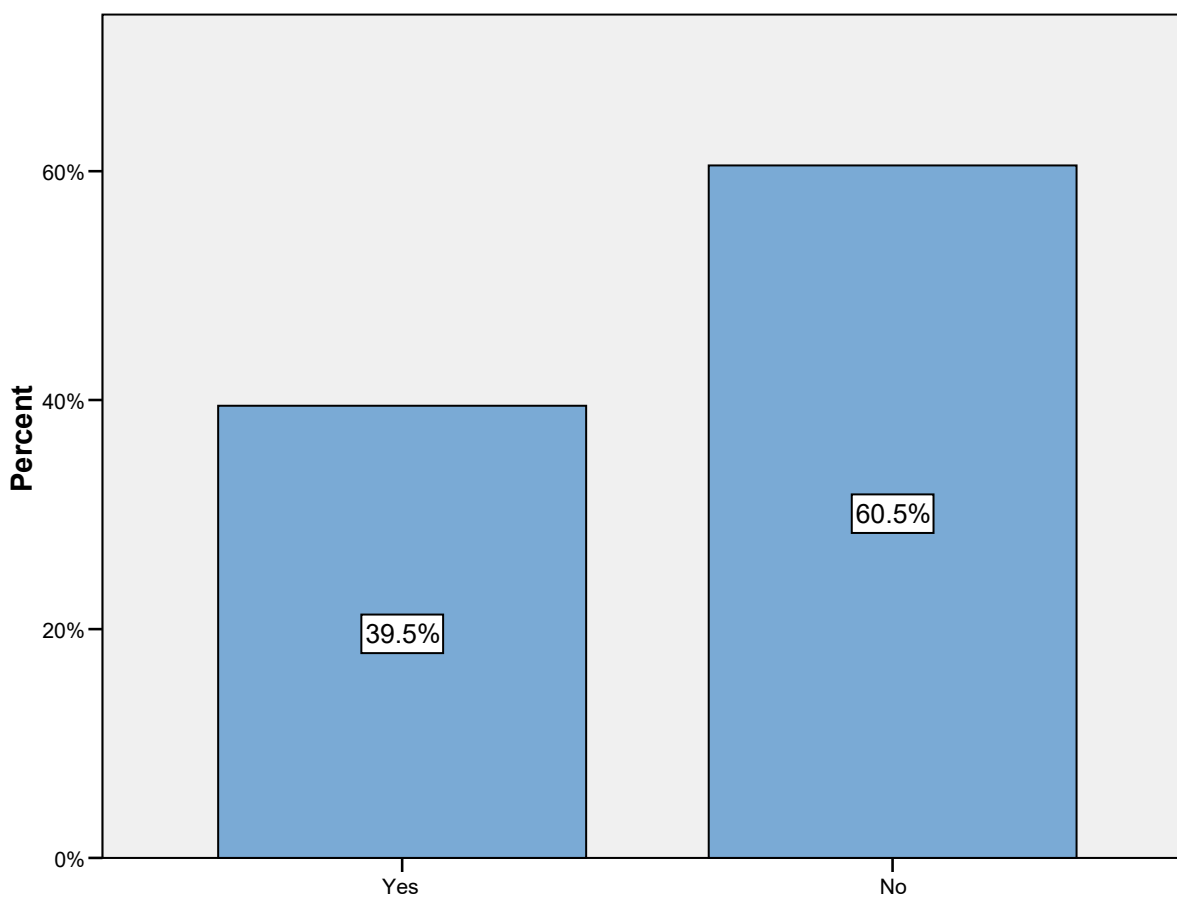
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	25	1.6	6.9	6.9
	2 No	336	22.1	93.1	100.0
	Total	361	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	3	.2		
	System	1153	76.0		
	Total	1157	76.2		
Total		1518	100.0		



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

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

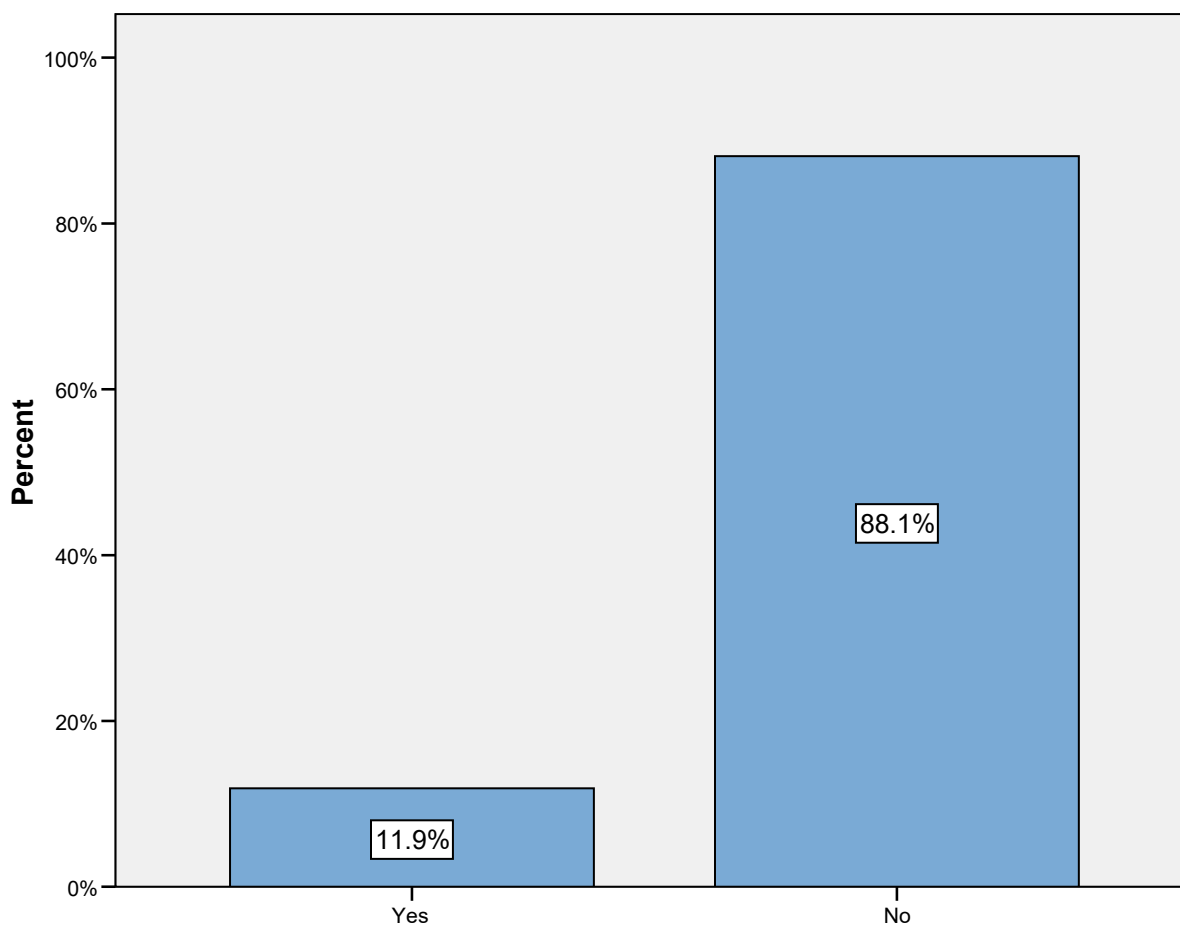
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	143	9.4	39.5	39.5
	2 No	219	14.4	60.5	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
	Total	1156	76.2		
Total		1518	100.0		



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

Q51G Information about alternative routes obtained at: STATE PATROL

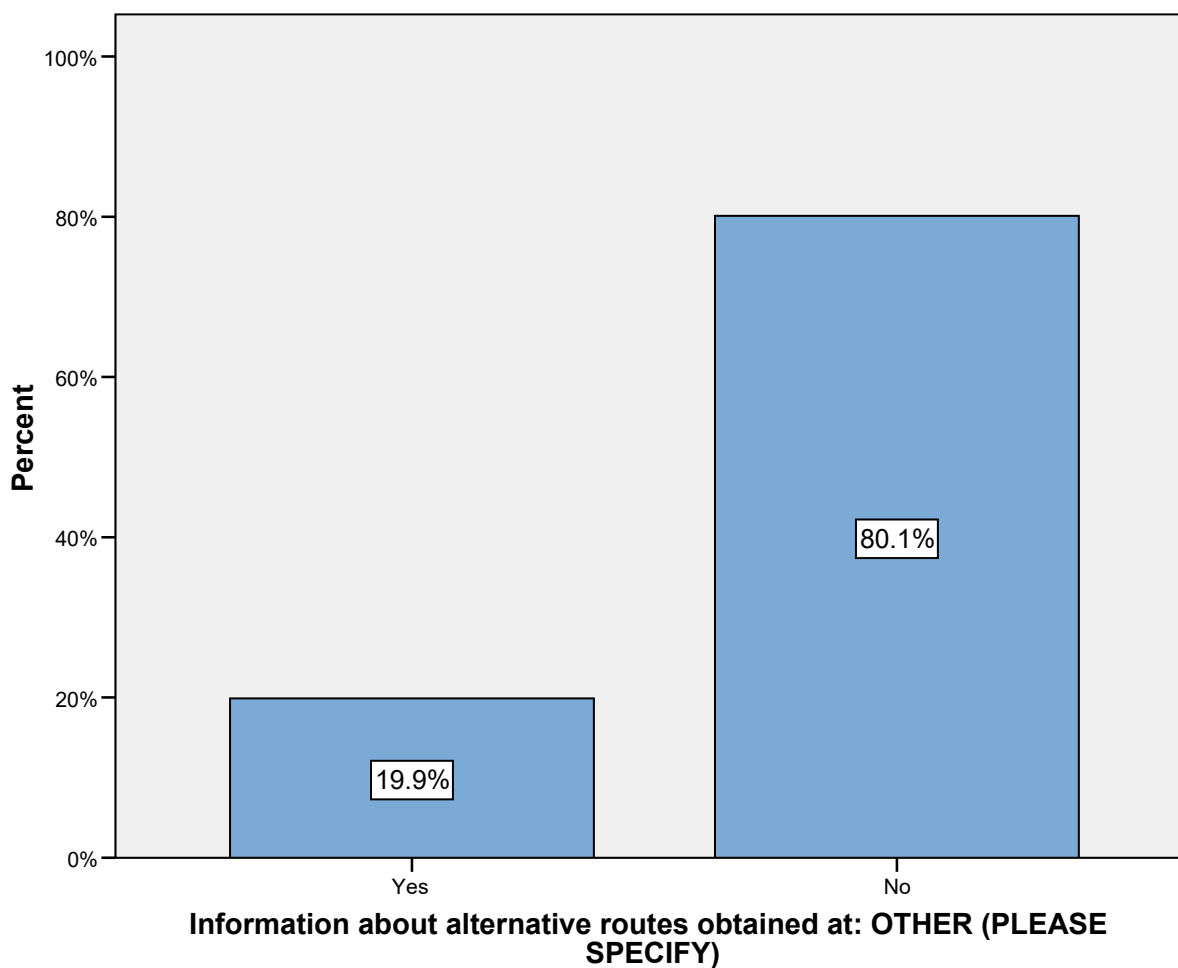
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	43	2.8	11.9	11.9
	2 No	319	21.0	88.1	100.0
	Total	362	23.8	100.0	
Missing	-2 Refused	1	.1		
	-1 Don't know	2	.1		
	System	1153	76.0		
	Total	1156	76.2		
Total		1518	100.0		



Information about alternative routes obtained at: STATE PATROL

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		





Washington State University

I-5 & I-90 Economic Impact Survey

Introduction

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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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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

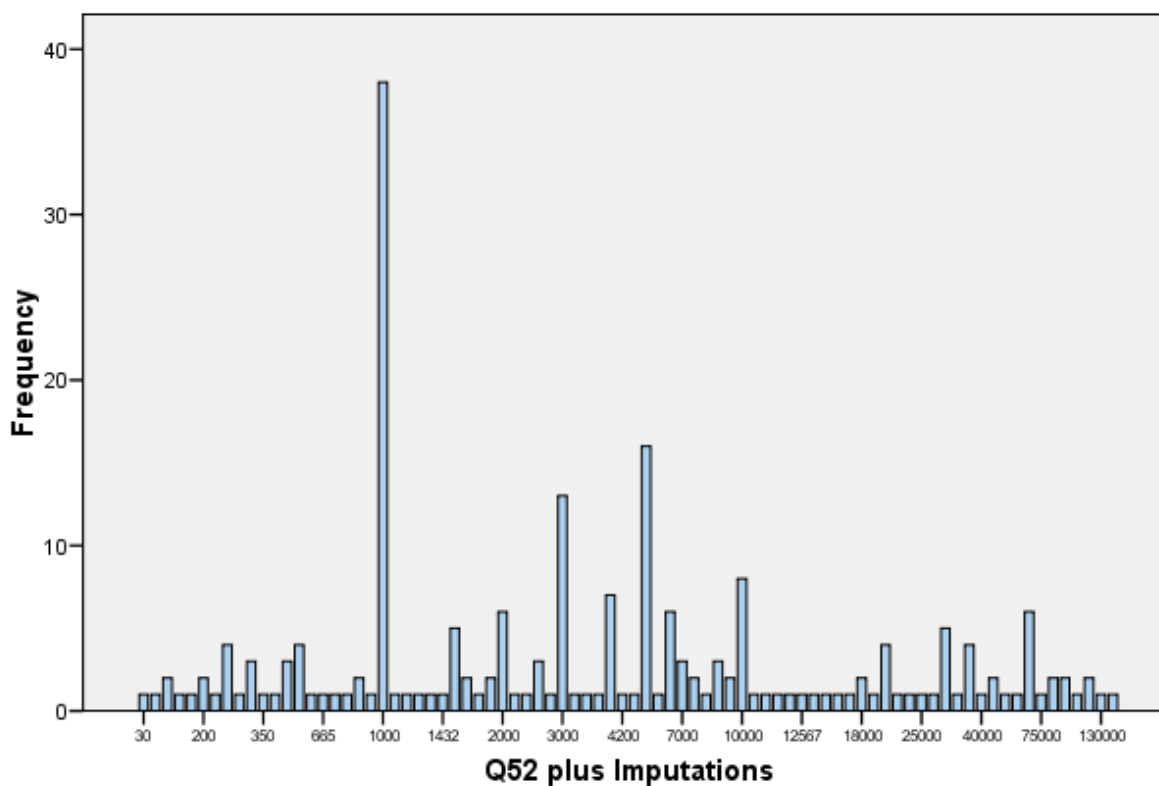
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	36	2.4	23.1	23.1
	2 Not Checked	120	7.9	76.9	100.0
	Total	156	10.3	100.0	
Missing	System	1362	89.7		
Total		1518	100.0		

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

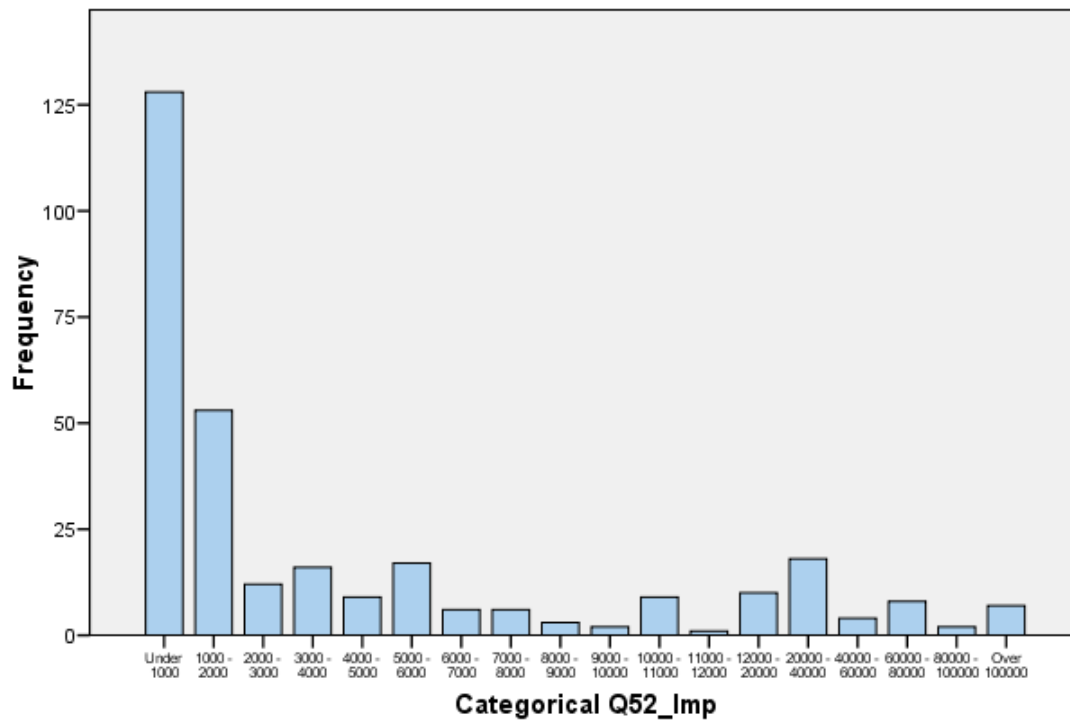
Q52 plus Imputations



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		

Categorical Q52_Imp



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 Categorical Q52_Imp	1 Under 1000	2	2	1	5	4	16	4	1	93	128
	2 1000 - 2000	0	0	2	0	0	7	2	1	41	53
	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



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I-5 & I-90 Economic Impact Survey**I-90 Closure**

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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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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
		3
Minimum		.00
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
		6
Minimum		.00
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



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I-90 Closure

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

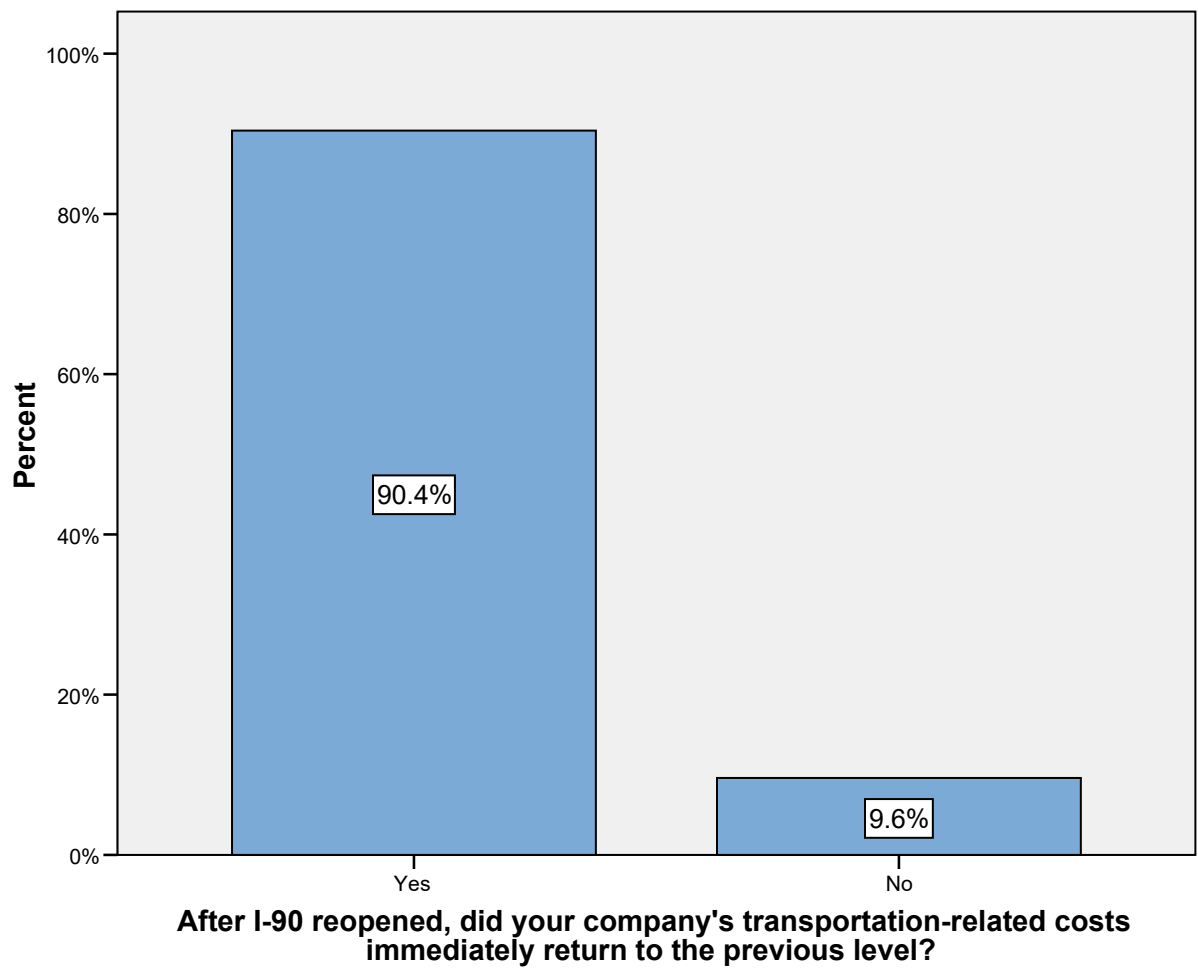
- ☒ Yes
☐ No

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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		





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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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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



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I-5 & I-90 Economic Impact Survey

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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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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
		6
Minimum		.00
Maximum		30000.00

Q59C Q59 Web Don't Know

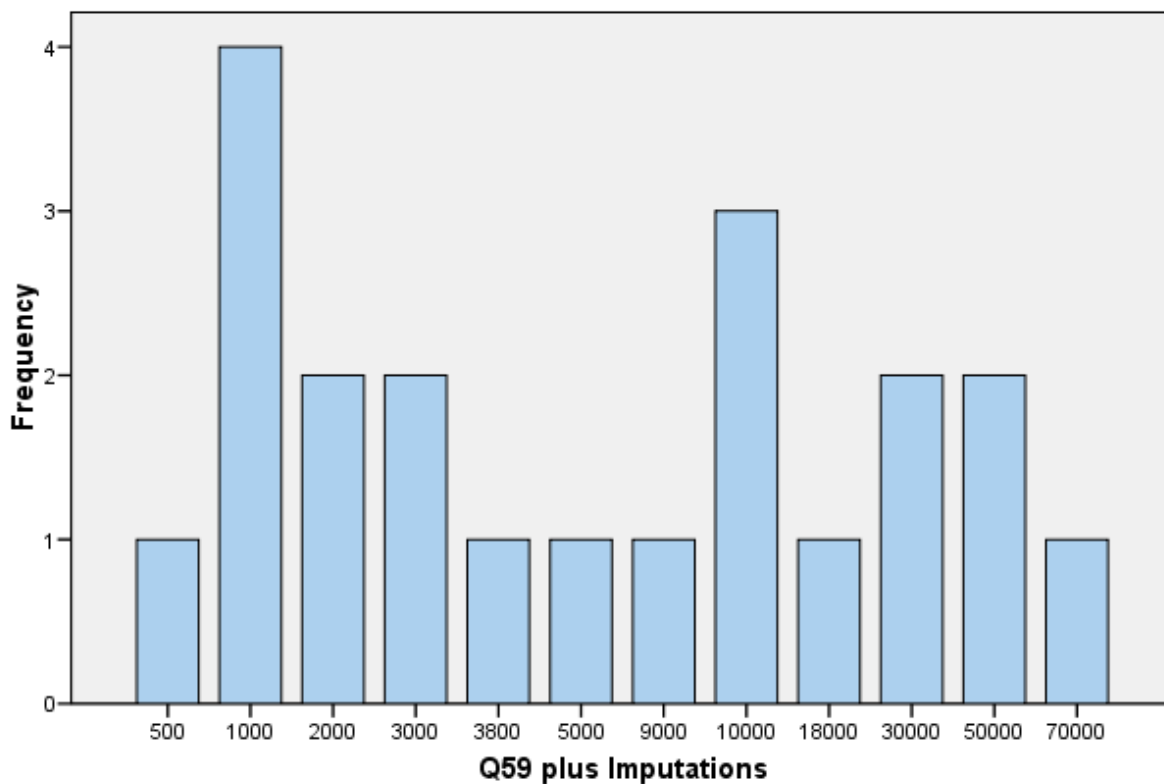
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	7	.5	16.7	16.7
	2 Not Checked	35	2.3	83.3	100.0
	Total	42	2.8	100.0	
Missing	System	1476	97.2		
Total		1518	100.0		

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

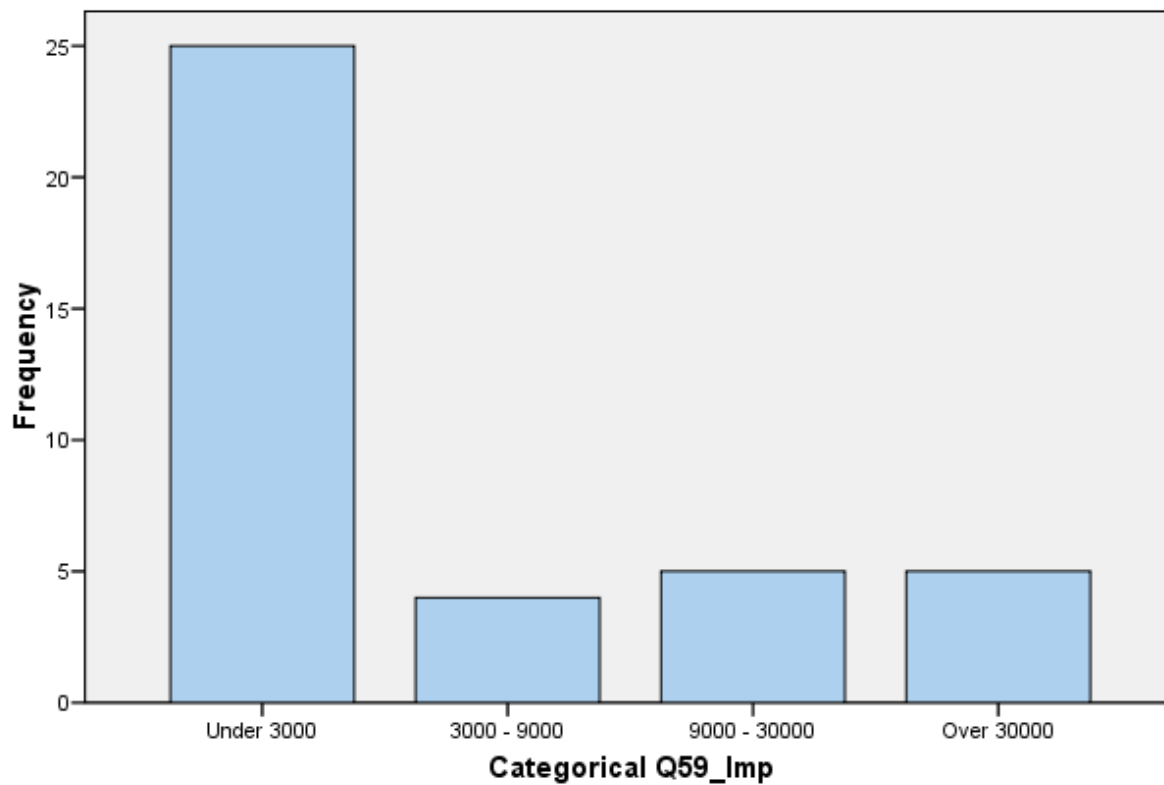
Q59 plus Imputations



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		

Categorical Q59_Imp



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	
Q59_Cat	1 Under 3000	16	4	4	1	0	25
Categorical	2 3000 - 9000	2	0	1	0	0	4
Q59_Imp	3 9000 - 30000	2	2	0	0	0	5
	4 Over 30000	1	0	1	1	2	5
Total		21	6	6	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



Washington State University

I-5 & I-90 Economic Impact Survey**I-90 Closure**

62 - 76

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

- ☐ Yes
☐ No

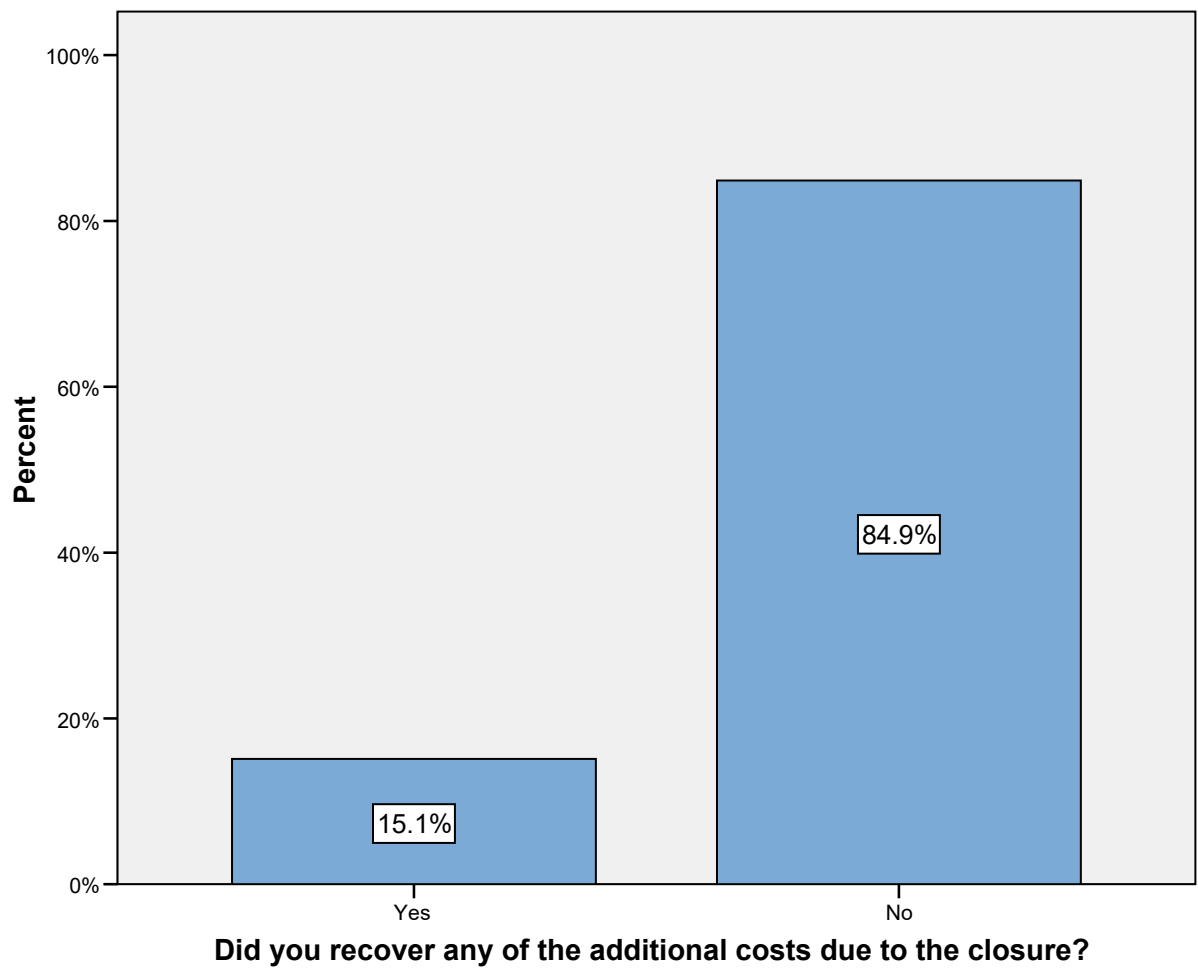
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Q62 Did you recover any of the additional costs due to the closure?

		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		





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I-5 & I-90 Economic Impact Survey

I-90 Closure

62.2 - 76

Which type of additional costs did you recover?

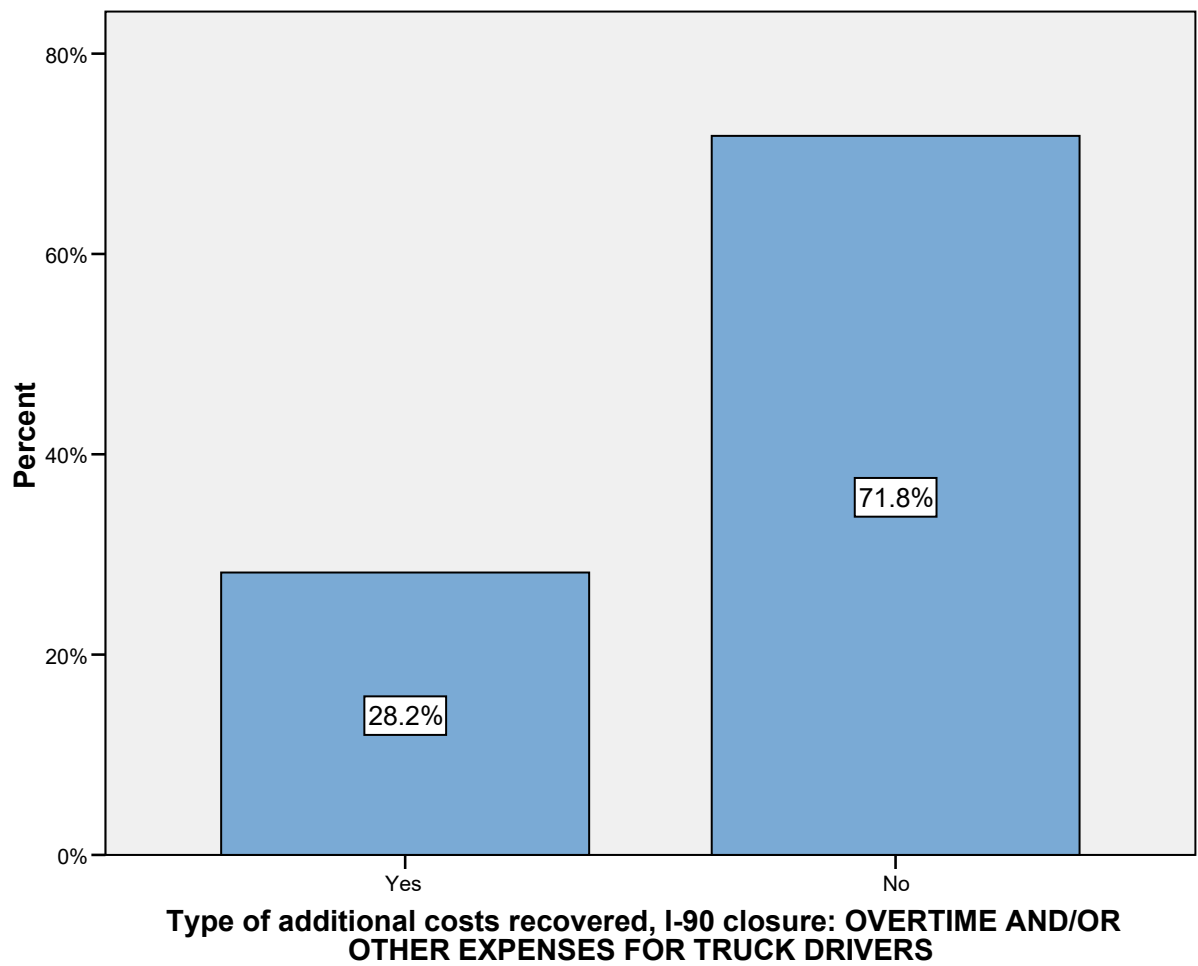
- ☐ Overtime and/or other expenses for truck drivers
- ☐ Additional fuel costs
- ☐ Acquiring additional equipment
- ☐ Paying a higher rate for expedited and/or guaranteed services
- ☐ Additional inventory and/or storage costs services
- ☐ Other

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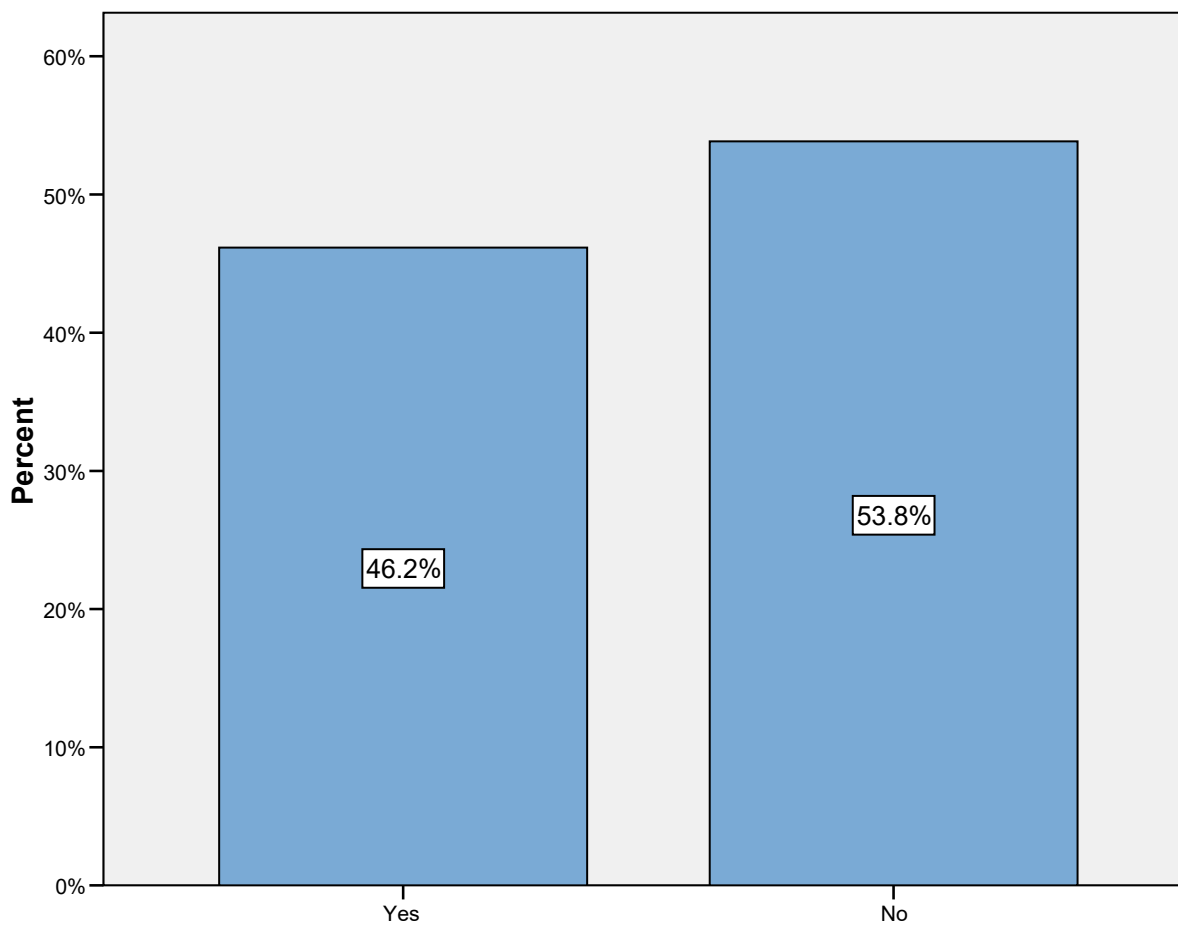
Q62A Type of additional costs recovered, I-90 closure: OVERTIME AND/OR OTHER EXPENSES FOR TRUCK DRIVERS

		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

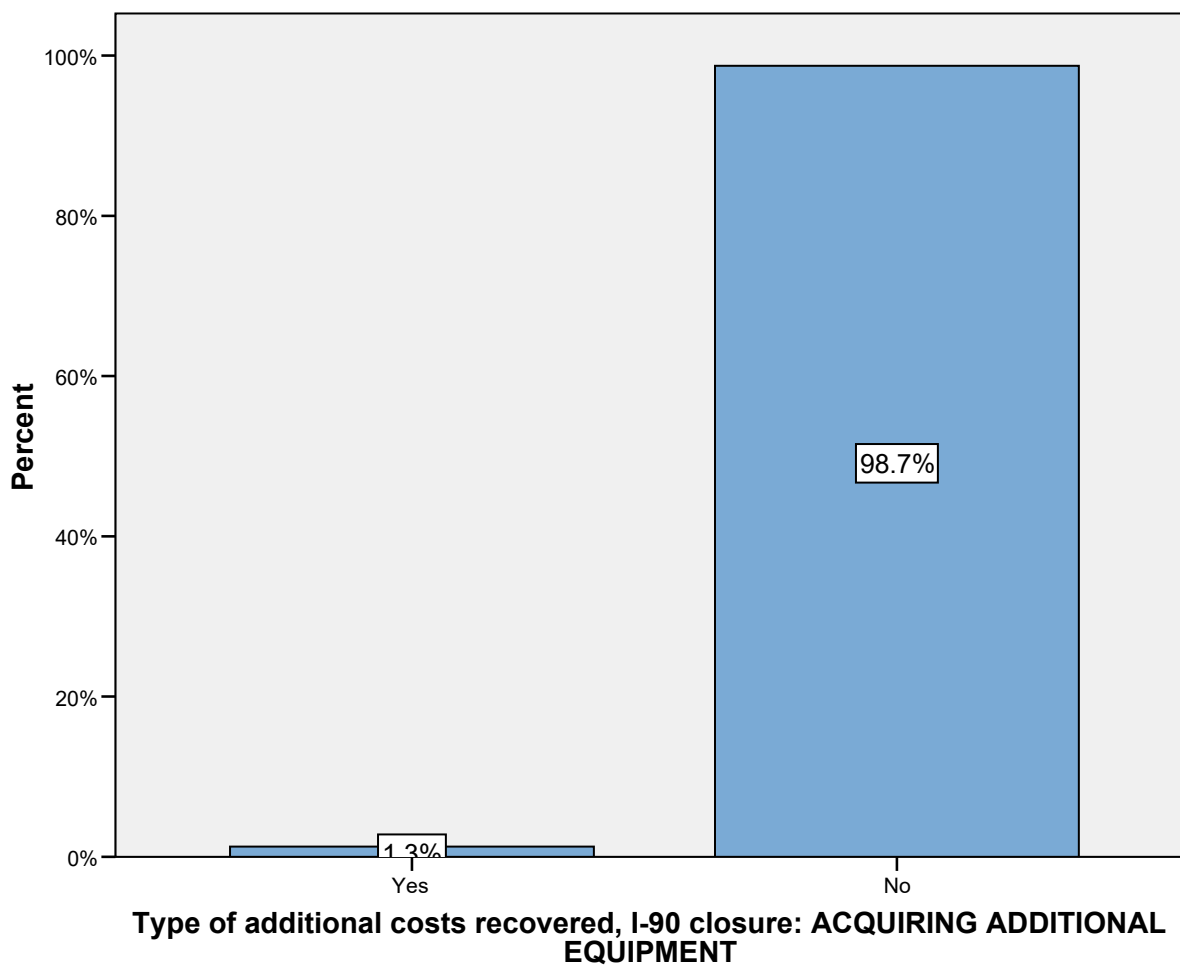
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	36	2.4	46.2	46.2
	2 No	42	2.8	53.8	100.0
	Total	78	5.1	100.0	
Missing	-1 Don't know	1	.1		
	System	1439	94.8		
	Total	1440	94.9		
Total		1518	100.0		



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

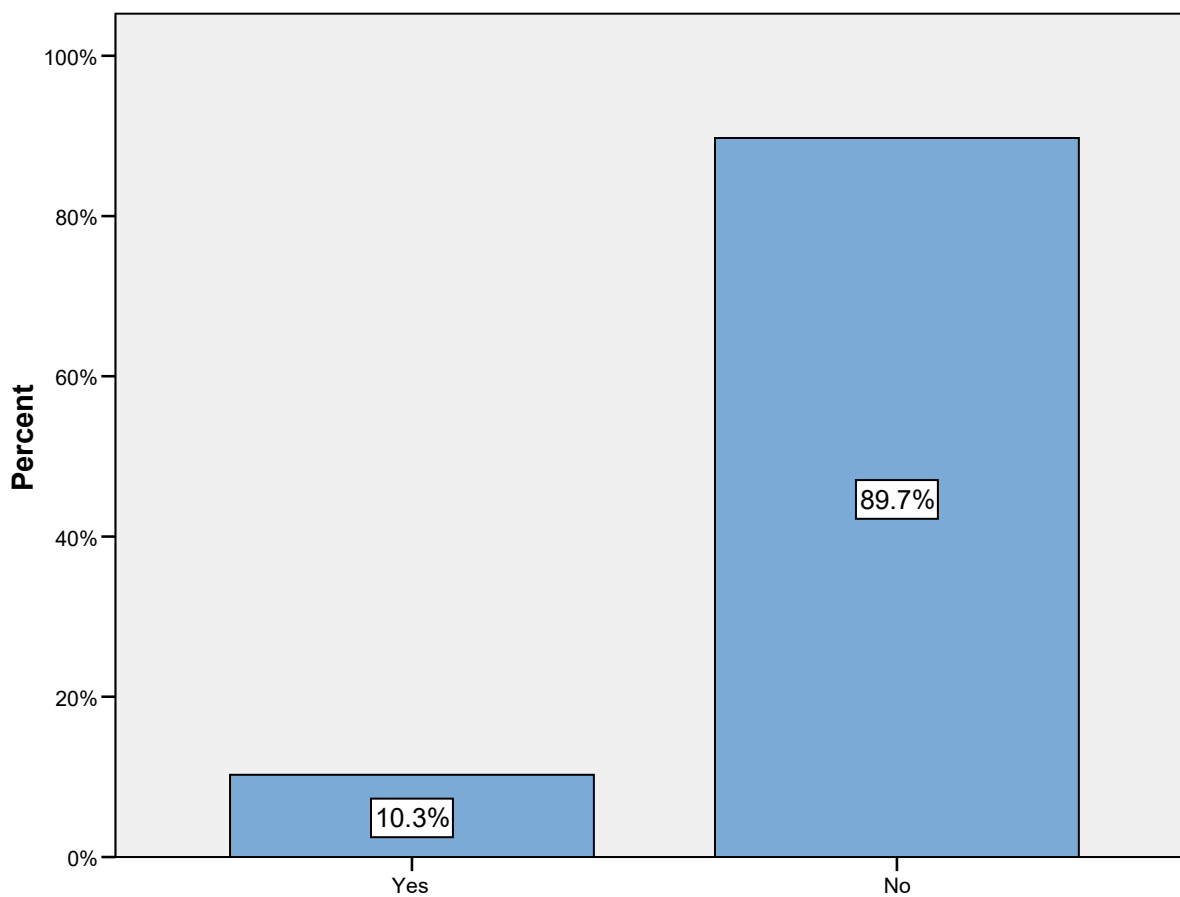
Q62C Type of additional costs recovered, I-90 closure: ACQUIRING ADDITIONAL EQUIPMENT

		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		



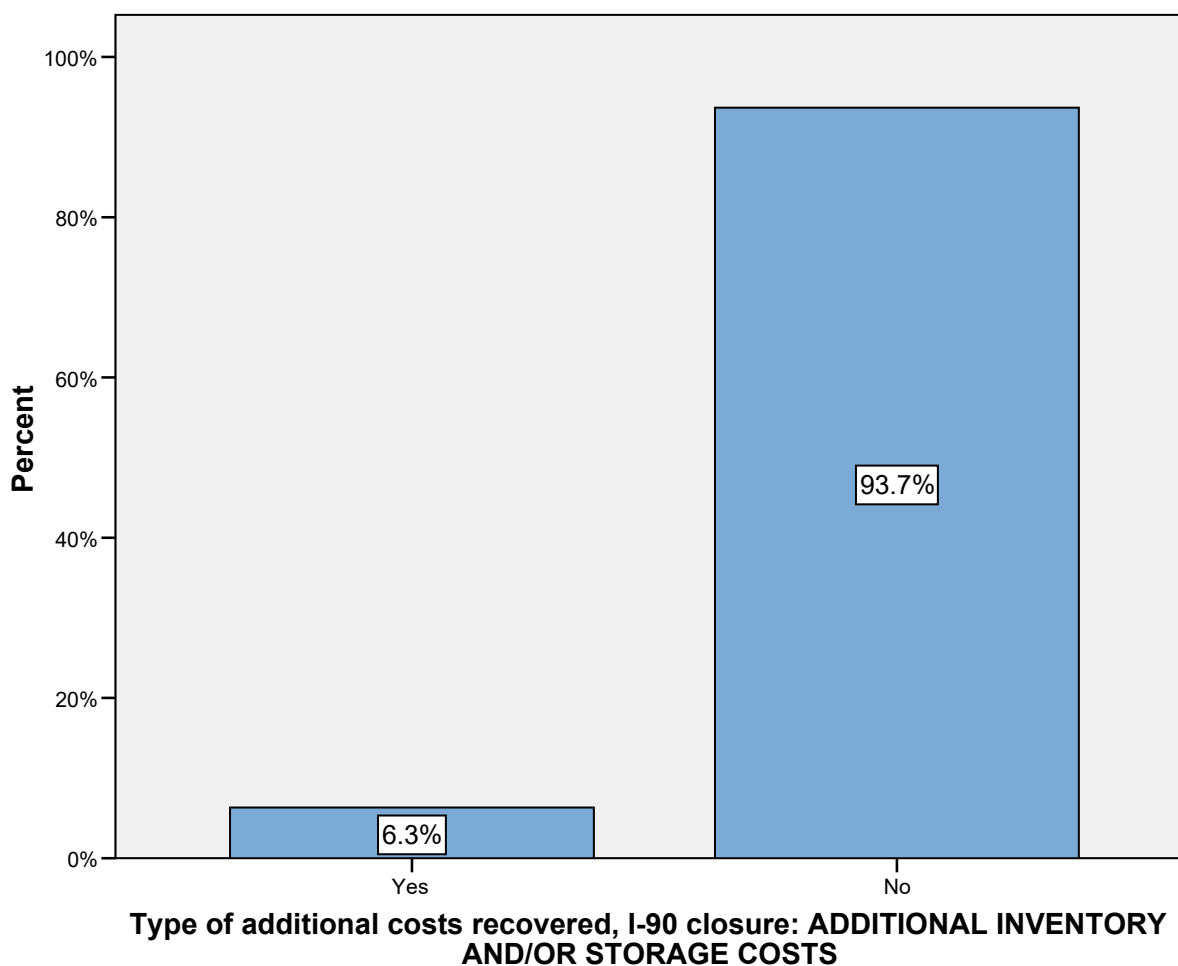
**Q62D Type of additional costs recovered, I-90 closure: PAYING A HIGHER RATE
FOR EXPEDITED AND/OR GUARANTEED SERVICES**

		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		

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

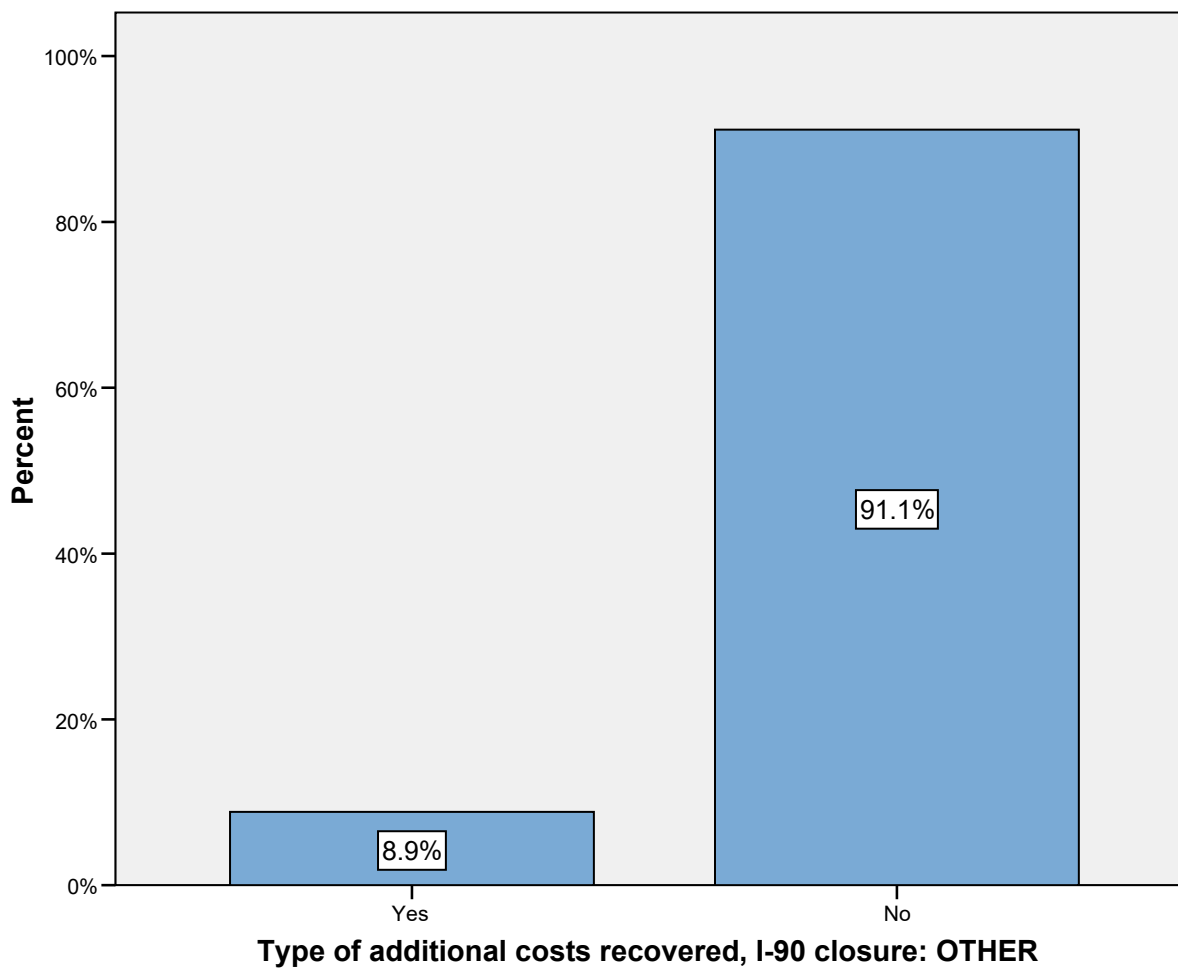
Q62E Type of additional costs recovered, I-90 closure: ADDITIONAL INVENTORY AND/OR STORAGE COSTS

		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		





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I-90 Closure

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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

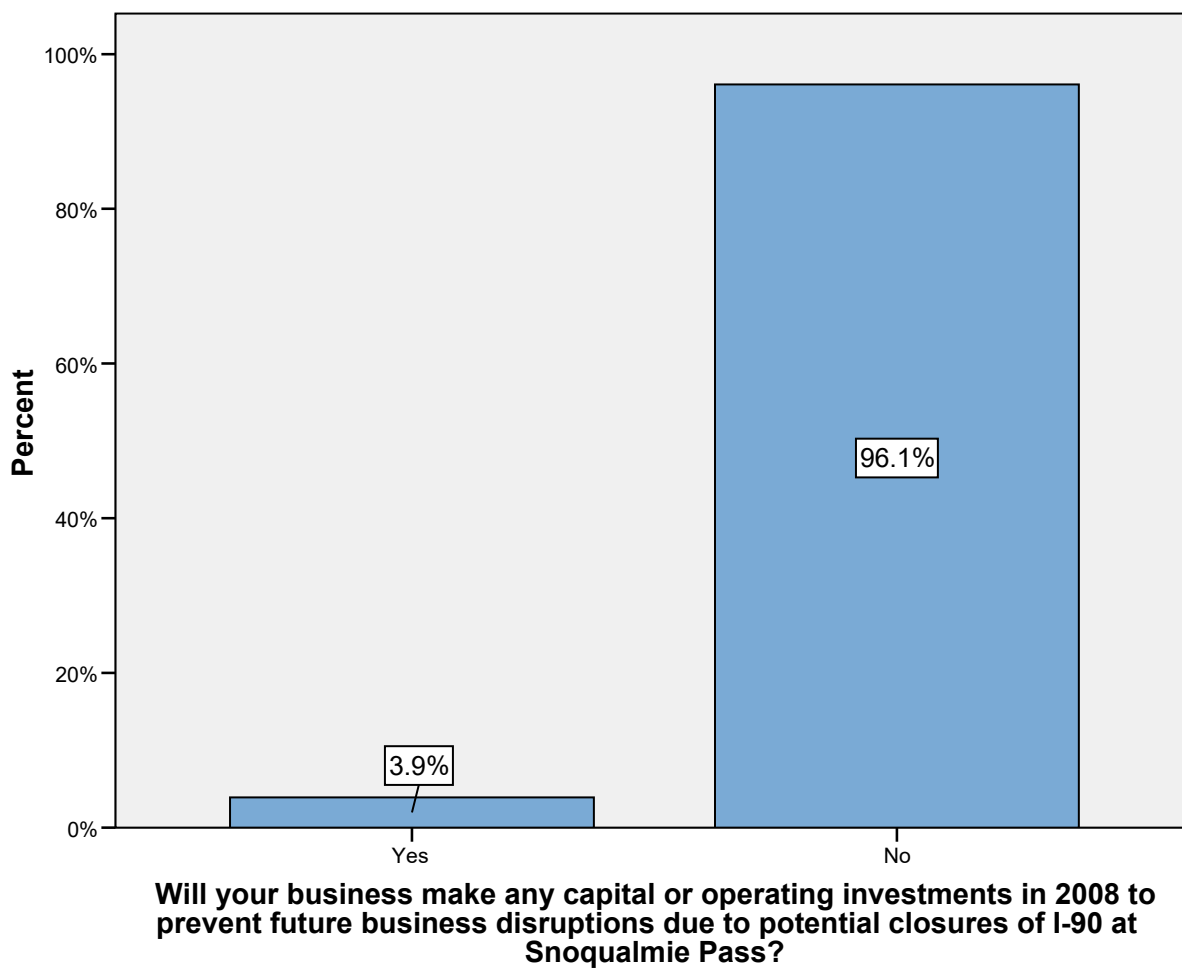
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Q63 Will your business make any capital or operating investments in 2008 to prevent future business disruptions due to potential closures of I-90 at Snoqualmie Pass?

		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		





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I-90 Closure

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

\$ estimated costs

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Statistics

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

N	Valid	8
	Missing	1510
Mean		32087.6250
Median		4600.5000
Std. Deviation		49112.07965
Minimum		.00
Maximum		120000.00



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I-5 & I-90 Economic Impact Survey

Introduction

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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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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

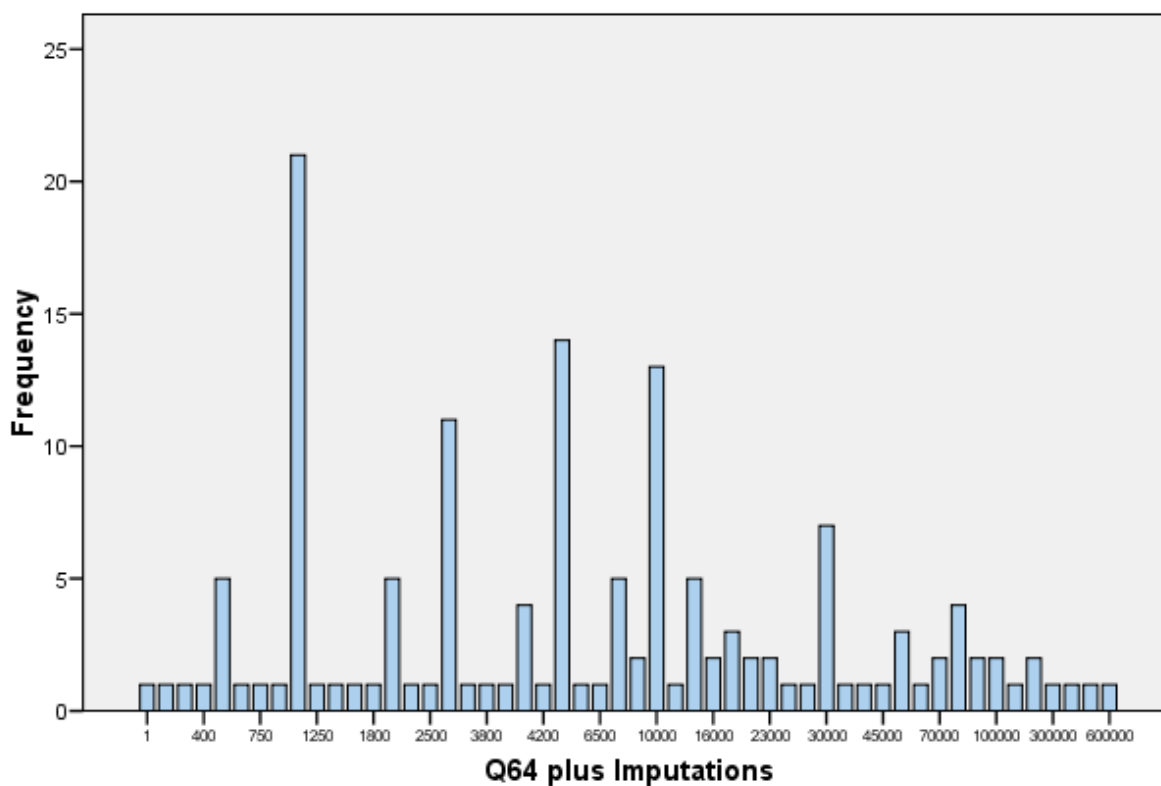
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	39	2.6	25.0	25.0
	2 Not Checked	117	7.7	75.0	100.0
	Total	156	10.3	100.0	
Missing	System	1362	89.7		
Total		1518	100.0		

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

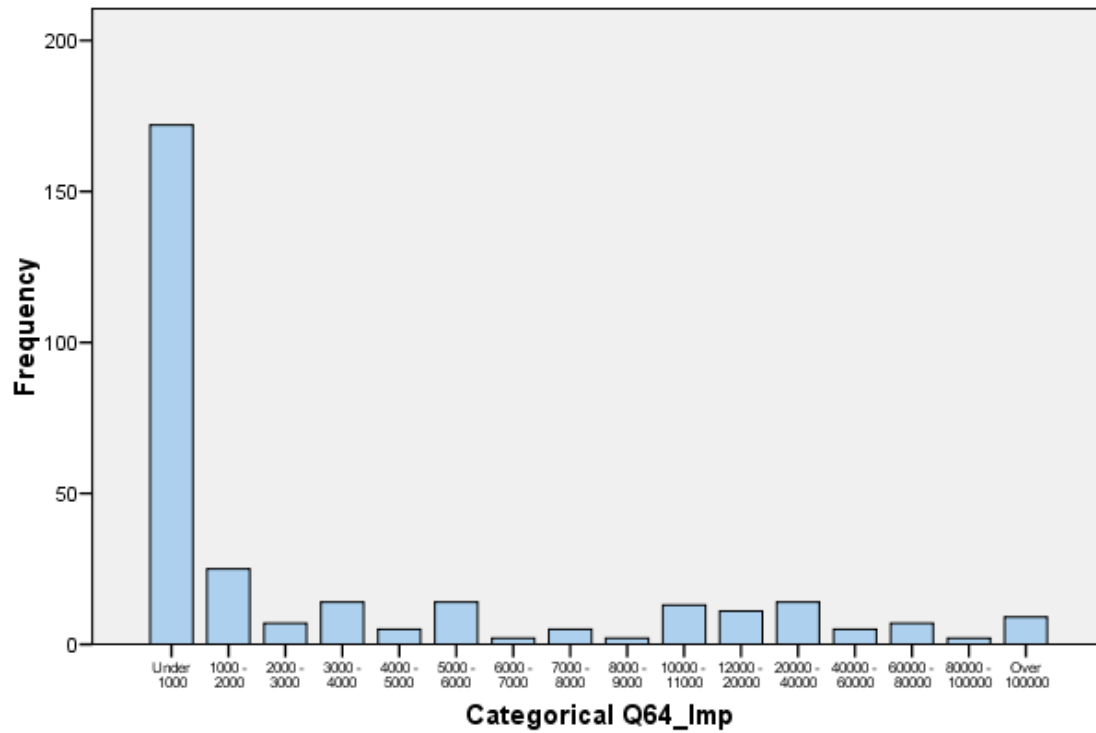
Q64 plus Imputations



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		

Categorical Q64_Imp



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



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I-5 & I-90 Economic Impact Survey

I-90 Closure

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

%

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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



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I-90 Closure

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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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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



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I-5 & I-90 Economic Impact Survey**I-90 Closure**

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

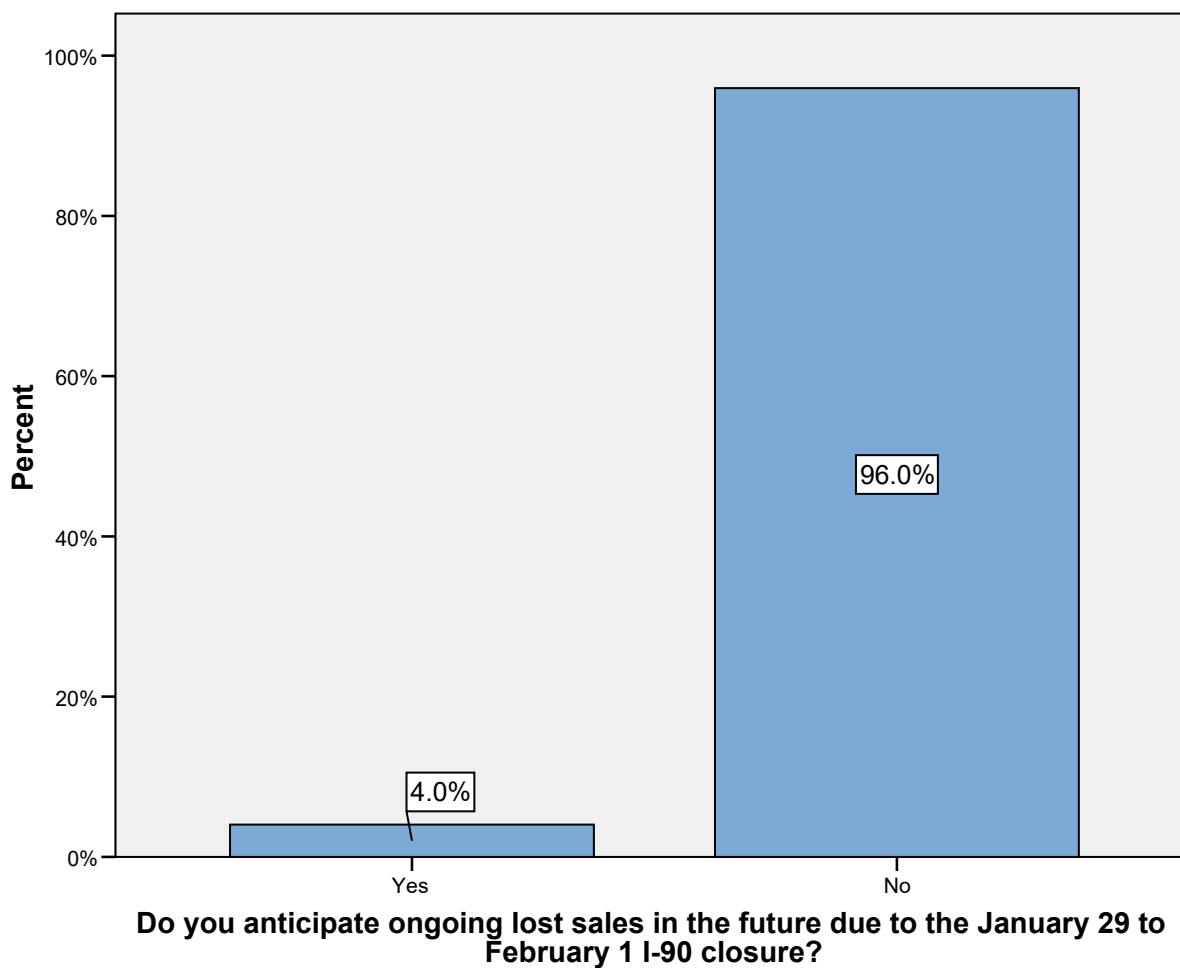
- ☒ Yes
☐ No

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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		





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I-5 & I-90 Economic Impact Survey

I-90 Closure

69.2 - 76

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

\$ amount per month

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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



Washington State University

I-5 & I-90 Economic Impact Survey

I-90 Closure

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

Number of: ☐ Days
☐ Weeks
☐ Months

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Count

		Q70A For how long do you anticipate this ongoing lost sales will continue?: Unit (days, weeks, months)	Total
		3 Months	
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



Washington State University

I-5 & I-90 Economic Impact Survey

Introduction

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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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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

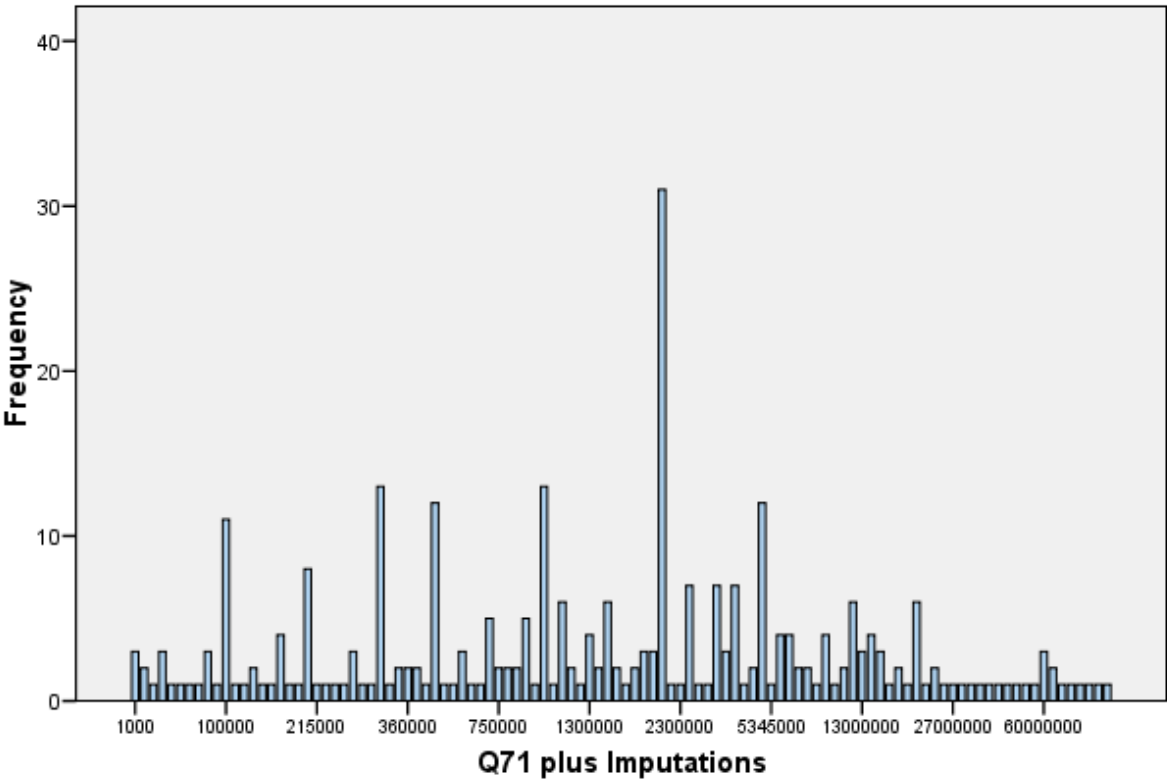
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Checked	60	4.0	37.0	37.0
	2 Not Checked	102	6.7	63.0	100.0
	Total	162	10.7	100.0	
Missing	System	1356	89.3		
Total		1518	100.0		

Statistics

Q71 Imp Q71 plus Imputations

N	Valid	306
	Missing	1212
Mean		24495200.62
Median		1750000.00
Mode		2000000
Std. Deviation		28634371.1225
Minimum		1000
Maximum		50000000.00
Percentiles	20	300000.00
	40	1000000.00
	60	2000000.00
	80	8600000.00

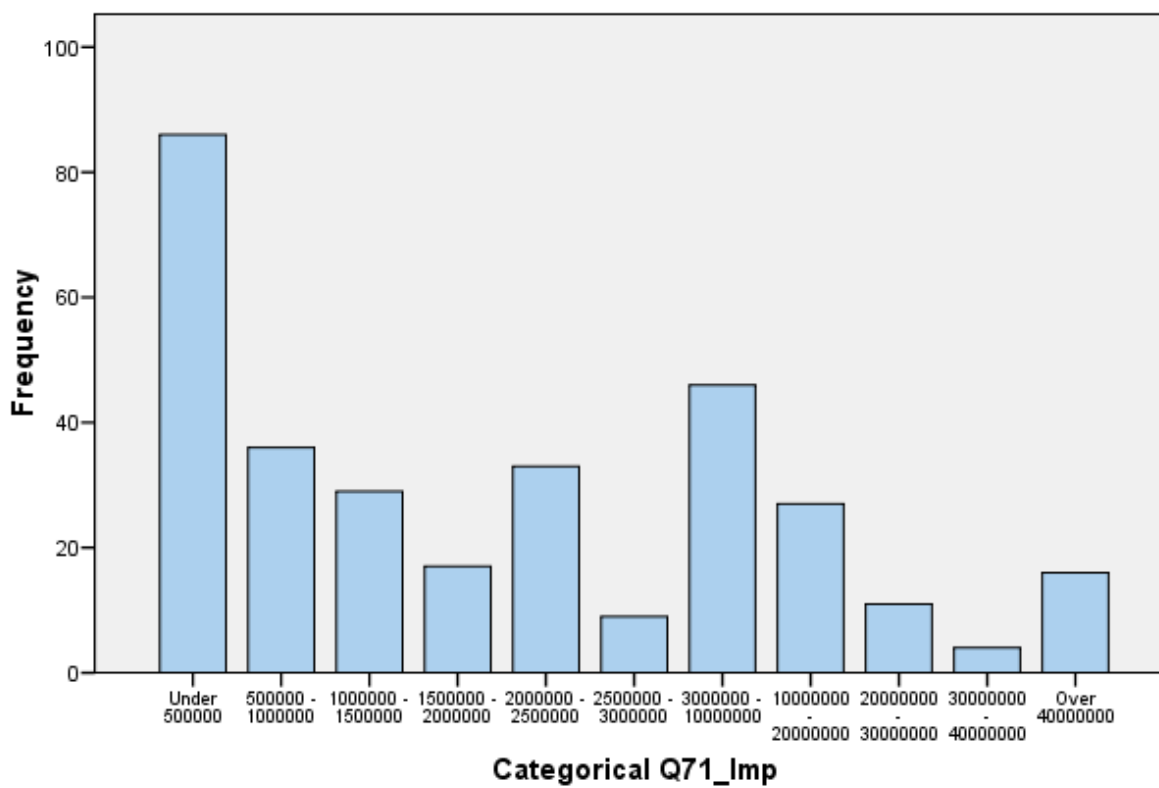
Q71 plus Imputations



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		

Categorical Q71_Imp



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 Categorical Q71_Imp	1 Under 500000	0	1	1	0	2	2	0	0	80	86
	2 500000 - 1000000	0	1	0	1	0	0	0	0	34	36
	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

APPENDIX

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	=> /VERIFY
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

CONFID:

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 know	D
Refused	R

Q08C:

OR REROUTE TRUCK SHIPMENTS

Yes	1
No	2
Don't know	D
Refused	R

Q08D:

Other response (please specify)

Yes 1 O
No 2
Don't know D
Refused R

Q09:

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

\$E 0 9999

Don't know D
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 know D
Refused R

Q10B:

I-84 to I-82 to I-902

Yes 1
No 2
Don't know D
Refused R

Q10C:

Highway 12 to highway

Yes 1
No 2
Don't know D
Refused R

Q10D:

Other detour (PLEASE SPECIFY)

Yes 1 O

No 2

Don't know D

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 know D

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 know D

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 know D

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 know D
Refused..... R

Q15C:

NEAREST ALTERNATIVE OPEN ROUTE WERE USED

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

Q15D:

SAFEST ROUTE

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

Q15E:

OR SOME OTHER REASON (PLEASE SPECIFY)

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

Q16A:

HIGHWAY POSTED RADIO CHANNEL

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

Q16B:

COMPANY DISPATCH OR CONTACT

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

Q16C:

TRUCK WEIGH STATION

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

Q16D:

WSDOT WEBSITE

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

Q16E:

WSDOT FREIGHT EMAIL LISTSERVE

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

Q16F:

MEDIA, INCLUDING TV OR RADIO OR PRINT

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

Q16G:

STATE PATROL

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

Q16H:

OR SOME OTHER WAY (PLEASE SPECIFY)

Yes.....1 O
 No2
 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 \$10,0003 ==> Q21A
 Don't knowD ==> 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 \$10,0005 ==> Q21A
 Over \$10,0006 ==> Q19
 Don't knowD ==> 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

What was the total amount of additional transportation-related costs paid by your company AFTER I-5 reopened? (IWR: if none please enter 0)

Don't know D => Q24A
Refused..... R => Q27

Q24A:

Since you don't know, can you estimate what was the total amount of additional transportation-related costs paid by your company AFTER I-5 reopened? Would you say this cost was less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

=> 027

```
si Q24>0 OR Q24==0
```

Less than \$10,000	1	=> Q24B
More than \$10,000.....	2	=> Q25
Right around \$10,000	3	=> Q27
Don't know	D	=> Q27
Refused	R	=> Q27

Q24B:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$2,000.....	1	=> Q27
OVER \$2,000 UP TO \$4,000.....	2	=> Q27
OVER \$4,000 UP TO \$6,000.....	3	=> Q27
OVER \$6,000 UP TO \$8,000.....	4	=> Q27
OR OVER \$8,000 UP TO \$10,000	5	=> Q27
Over \$10,000	6	=> Q25
Don't know	D	=> Q27
Refused.....	R	=> Q27

Q25:

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	=> Q25A
More than \$100,000.....	2	=> Q26
Right around \$100,000	3	=> Q27
Don't know	D	=> Q27
Refused.....	R	=> Q27

Q25A:

Which range of cost was closest to what you think the loss was? Was it...

LESS THAN \$20,000.....	1	=> Q27
OVER \$20,000 UP TO \$40,000.....	2	=> Q27
OVER \$40,000 UP TO \$60,000.....	3	=> Q27
OVER \$60,000 UP TO \$80,000.....	4	=> Q27
OR OVER \$80,000 UP TO \$100,000	5	=> Q27
Over \$100,000	6	=> Q26
Don't know	D	=> Q27
Refused.....	R	=> Q27

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 know	D
Refused	R

Q28D:

PAYING A HIGHER RATE FOR EXPEDITED AND/OR GUARANTEED SERVICES

Yes	1
No	2
Don't know	D
Refused	R

Q28E:

ADDITIONAL INVENTORY AND/OR STORAGE COSTS

Yes	1
No	2
Don't know	D
Refused	R

Q28F:

OR OTHER

Yes..... 1
 No 2
 Don't know D
 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 know D => 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 know D
 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 sales..... 0 => Q34
 Don't know D => 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 know D

Refused R

Q50B:

LESS SEVERE WEATHER

Yes 1

No 2

Don't know D

Refused R

Q50C:

NEAREST ALTERNATIVE OPEN ROUTE WERE USED

Yes 1

No 2

Don't know D

Refused R

Q50D:

SAFEST ROUTE

Yes 1
No 2
Don't know D
Refused R

Q50E:

OR SOME OTHER REASON (PLEASE SPECIFY)

Yes 1 O
No 2
Don't know D
Refused R

Q51A:

HIGHWAY POSTED RADIO CHANNEL

Yes 1
No 2
Don't know D
Refused R

Q51B:

COMPANY DISPATCH OR CONTACT

Yes 1
No 2
Don't know D
Refused R

Q51C:

TRUCK WEIGH STATION

Yes 1
No 2
Don't know D
Refused R

Q51D:

WSDOT WEBSITE

Yes 1
No 2
Don't know D
Refused R

Q51E:

WSDOT FREIGHT EMAIL LISTSERVE

Yes 1
No 2
Don't know D
Refused R

Q51F:

MEDIA, INCLUDING TV OR RADIO OR PRINT

Yes 1
No 2
Don't know D
Refused R

Q51G:

STATE PATROL

Yes 1
No 2
Don't know D
Refused R

Q51H:

OTHER (PLEASE SPECIFY)

Yes 1 O
No 2
Don't know D
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 know D => 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 know	D
Refused	R

Q62B:

ADDITIONAL FUEL COSTS

Yes	1
No	2
Don't know	D
Refused	R

Q62C:

ACQUIRING ADDITIONAL EQUIPMENT

Yes	1
No	2
Don't know	D
Refused	R

Q62D:

PAYING A HIGHER RATE FOR EXPEDITED AND/OR GUARANTEED SERVICES

Yes	1
No	2
Don't know	D
Refused	R

Q62E:

ADDITIONAL INVENTORY AND/OR STORAGE COSTS

Yes	1
No	2
Don't know	D
Refused	R

Q62F:

OR OTHER

Yes	1
No	2
Don't know	D
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 know	D	=> 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

Q71:

We only have a couple questions left. First, what are the total annual sales (revenue) for your business in Washington State?

\$E 0 999999999

Don't know D ==> Q71A

Refused R ==> Q74

Q71A:

Since you don't know, can you estimate what range would fit your company's total annual sales (revenue) ? Would you say it was less than \$10,000, more than \$10,000, or right around \$10,000 dollars?

=> Q74

si Q71>=0

Less than \$10,000 1 ==> Q71B

More than \$10,000 2 ==> Q72

Right around \$10,000 3 ==> Q74

Don't know D ==> Q74

Refused R ==> Q74

Q71B:

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

LESS THAN \$2,000.....	1	=> Q74
OVER \$2,000 UP TO \$4,000.....	2	=> Q74
OVER \$4,000 UP TO \$6,000.....	3	=> Q74
OVER \$6,000 UP TO \$8,000.....	4	=> Q74
OR OVER \$8,000 UP TO \$10,000	5	=> Q74
Over \$10,000	6	=> Q72
Don't know	D	=> Q74
Refused.....	R	=> Q74

Q72:

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.....	1	=> Q72A
More than \$100,000.....	2	=> Q73
Right around \$100,000	3	=> Q74
Don't know	D	=> Q74
Refused.....	R	=> Q74

Q72A:

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

LESS THAN \$20,000.....	1	=> Q74
OVER \$20,000 UP TO \$40,000.....	2	=> Q74
OVER \$40,000 UP TO \$60,000.....	3	=> Q74
OVER \$60,000 UP TO \$80,000.....	4	=> Q74
OR OVER \$80,000 UP TO \$100,000	5	=> Q74
Over \$100,000	6	=> Q73
Don't know	D	=> Q74
Refused.....	R	=> Q74

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, comments1 ☐

No comments2



World Class. Face to Face.

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