1977 NATIONWIDE PERSONAL TRANSPORTATION STUDY

USERS' GUIDE FOR THE PUBLIC USE TAPES

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1977 Nationwide Personal Transportation Study Users' Guide for Public Use Tapes

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I. Introduction

This guide presents information on the 1977 Nationwide Personal Transportation Study (NPTS). The 1977 NPTS was designed to update the earlier study done in 1969 to provide comprehensive data on travel and transportation patterns in the United States. This guide describes the background, scope and purpose of the study; provides information on the sampling methods, and collection and processing procedures; describes the NPTS estimating procedures used to create weighted data and includes documentation of each of the eight tape files made available on the public use tape. In addition, recoding and triplinking procedures for use in recoding of the 1977 NPTS trip purposes for comparability with the 1969 trip purposes and for preparing data summaries for the two periods are also included. A Glossary of Technical Terms (Appendix A) defines concepts and/or terms used in the documentation. Copies of the questionnaire and an order form with description and price of the public use tapes are also found in the Appendix. Standard errors of estimates and measures of sampling variability calculated from data collected for this Study will be available in early Summer 1980.

Sponsorship

The 1977 NPTS was conducted by the Bureau of the Census under the sponsorship of the Department of Transportation (DOT) as part of the expanded scope of the National Travel Program. The National Travel Program is part of the Census of Transportation, which is conducted every five years by the Bureau of the Census and includes the National Travel Survey (NTS). In 1977, the National Travel Program also included the 1977 NPTS and provided profiles of the volume and characteristics of travel by the civilian population.

Purpose

The purpose of the 1977 NPTS was to address the full range of trips and travel in the United States, along with the related social and economic characteristics of the tripmaker.

The 1977 NPTS was designed to collect information on all trips taken during a designated 24-hour period and some additional detail on trips and of 75 miles-or-more during the preceding 14-day period. The 1977 NPTS collected information on the use and availability of public transportation facilities, types of motorized vehicles available to the household, characteristics of the trips taken, including mode, purpose, miles traveled, time required and persons on the trip. The additional information obtained for trips of 75 miles-or-more included stops during the trip and uses of additional modes of transportation. One of the most unique features of the 1977 NPTS was the attempt to estimate the amount of travel in urban and rural areas by the use of mapping during the home interview. (See discussion of the NPTS Questionnaire, NTS-2a; Section VII - Mapping of Private Motor Vehicle Trips.)

Scope

The 1977 NPTS is similar to but more comprehensive than the 1969 NPTS. The scope of the 1977 NPTS was expanded from the 1969 NPTS to include the following:

1. Detailed trip purpose information for 21 trip purposes. Among the trip purposes added in 1977 were conventions, sightseeing, entertainment, recreation (participant), overnight lodging, social, return home, change of vehicle without change of mode, change means of transportation and pickup or leave off passengers.

2. Detailed motorized vehicle information for each motorized vehicle owned or available for use by members of the household. This includes type of vehicle, model year, make and model, the presence/absence of air conditioning, number of cylinders, etc. See NPTS Questionnaire NTS-2; Section I - Motorized Vehicle Record. In addition, where available, the Federal Highway Administration (FHWA) personnel added the following information for each vehicle to the Public Use Tape (Segment 3): curb weight, shipping weight, inertia weight, import code, city miles per gallon (mpg), highway mpg, and combined mpg.

3. Detailed trips and travel information for persons who drive as an essential part of their job. See NPTS Questionnaire, NTS-2; Section IV - Driver Information.

4. Long trip information including stops made enroute to the destination for trips of 75 miles-or-more (one way) that ended during a designated 14-day travel period. Thus, trips and travel information in the 1977 NPTS was collected for a 15-day period: the travel day for all travel regardless of trip length, and the 14 days immediately preceding the travel day for trips of 75 miles-and-longer only.

5. Identification of the urban/rural split of travel for all trips made by private motorized vehicles. This was accomplished by the use of maps which identified the urban boundary for each geographical area in the sample. The respondent was asked to trace on the map all private motor vehicle trips made on the travel day or during the 14-day travel period. The information obtained from the mapping was later used to estimate the urban/rural split of travel.

Sample Design

The 1977 NPTS was based on a national probability sample of 24,466 households selected from each of the 50 States and the District of Columbia and representing the total civilian noninstitutional population of the United States. Of the 24,466 households, 3,433 units were found to be vacant, demolished, converted to nonresidential use, or otherwise ineligible for the survey. Some 3,084 households were not interviewed because the occupants were not at home after repeated calls, refused to participate in the survey, or were unavailable for some other reason.

All of the sample units consisted of households that had previously been interviewed for the Current Population Survey (CPS). The CPS is a stratified multistage cluster sample. In the first stage, the United States was divided into 1,030 primary sampling units (PSU's) consisting of counties, groups of counties, or independent cities, which were grouped into 376 strata. Among these strata, 156 consisted of a single PSU, designated as self-representing (SR) areas, and generally contained the larger metropolitan areas. The remaining 220, contained one or more PSU's that are relatively homogeneous according to socio-economic characteristics. From each stratum, a single PSU was selected for the sample with a probability proportionate to its 1970 census population. These PSU's are referred to as non-self representing (NSR). The CPS portion of the NPTS was selected from these 376 PSU's (156 SR and 220 NSR).

Survey Methodology

As indicated previously, the 1977 NPTS was conducted as part of the expanded scope of the National Travel Program which also included the National Travel Survey (NTS). The NTS/NPTS included a common sample of 13,365 households interviewed from April-November 1977 and January 1978; these households are hereafter referred to as the basic sample, and were interviewed four times for NTS data and once for NPTS data. An additional 4,584 addresses, hereafter referred to as the supplemental sample, were i divided into three equal parts and were interviewed in December 1977, February 1978 and March 1978. This arrangement spread the total NPTS data collection over a 12-month period from April 1977-March 1978, with approximately 1500 households to be interviewed each month.

The households within each monthly each monthly sample were divided into 14 equal parts, with each part assigned to one of the first 14 days of the interview month. The assigned day will be referred to as the designated travel day.

Interviewing Procedures--Interviewing was accomplished primarily by personal visit with the household. A letter informing each household about the 1977 NPTS was sent prior to the interviewer's visit to the household. Interviewers were instructed to contact the household the day following the travel day to complete the household interview; if this was not possible all interviews for the household were to be completed within 4 days of the travel day to minimize recall problems. All household members, 14 years of age-and-older were interviewed only once and asked to report all trips taken during a 24-hour period, as well as trips of 75 milesand-longer during the 14-day period immediately preceding the travel day. A knowledgeable adult household member was asked to report all trips (excluding bicycling and walking trips) taken by household members between the ages of 5-13 years.

Data Collection--Data collection was conducted by the Census Bureau's permanent professional field staff, located in 12 Regional Offices throughout the United States. Interviewers, where possible, were selected from the current surveys interviewing staff.

Each staff member was thoroughly trained prior to beginning work on the survey. Interviewers received about three days of classroom training plus self-training materials. Additional home study materials and classroom training were planned throughout the interviewing period. Formal training was supplemented by on-the-job training sufficient to insure job performance at the level of established standards. Quality control measures, such as editing returns, observing interviews and reinterviewing selected sample households were employed throughout the survey.

Data Processing

The major steps performed by the Bureau of the Census for the 1977 NPTS included clerical editing and coding of the NTS-2 Questionnaire, (Sections I-VI); (the NTS-2A (Section VII) was edited and coded by the FHWA DOT personnel); full transcription of the data to magnetic tapes; computer edit of the data to ensure completeness and consistency; calculation of the weighting factors for each household; and computation of variance and calculation of statistical reliability of the data. The FHWA tabulated the data upon receipt of the edited, weighted data tapes from the Bureau of the Census.

As indicated above, the NTS-2A (Section VII) clerical editing and coding was done by the FHWA DOT personnel. For a complete description of these procedures see Chapter II. NPTS Questionnaire - NTS-2A: Section VII: Mapping of Private Motor Vehicle Trips.

Special Tabulations

There are some applications that require the use of data items on the Census base file such as those related to place of residence of individual respondents, that cannot be included on the public use tape without possible disclosure of the individual respondents. If disclosure can be avoided, the Bureau of the Census will undertake special tabulations in accordance with its policy that "Special tabulations or transcriptions of data in the files of the Bureau of the Census will be undertaken on a cost basis, insofar as Bureau facilities are available. Those requesting special tabulations should understand that the data are based on surveys paid for by public funds and, therefore, are public property. The purpose for which such tabulations are obtained must not be contrary to the public interest, or be used to give unfair commercial or other advantage to any person or group."

Requests for special tabulations should be addressed to: Chief, Demographic Surveys Division, Bureau of the Census, Washington, D.C. 20233.

II. 1977 NPTS Questionnaire

The NPTS questionnaire consists of two parts: the NTS-2: Detailed Personal Interview (Sections I-VI) and the NTS-2A: Detailed Personal Interview (Section VII: Mapping of Private Motor Vehicle Trips). Copies of the NTS-2 and the NTS-2A are included in Appendix B to aid the user.

A brief description of the main sections of the NTS-2 and the NTS-2A follows.

NTS-2

<u>Cover Page</u>--Provides demographic data for each member of the household, including birthdate, age, marital status, sex, race, origin or descent, education, armed forces status, as well as family income during the past 12 months.

Section I: Motorized Vehicle Record--Provides information about the number and kind of licensed motorized vehicles owned or available for use by members of the household. Characteristics of each vehicle including model year, make and model, number of cylinders, presence of accessories such as air-conditioning and automatic transmission, vehicle ownership, date of purchase, whether purchased new or used, and whether used to go to work were obtained. The mileage the vehicle was driven during the past 12 months (or from date of purchase, if less than 12 months) is also included, as well as the estimated monthly expense for gasoline for all vehicles available for use by the household.

Section II: Availability of Public Transportation--Includes information about the proximity of the household to public transportation such as bus, train, streetcar, subway rail, and highway facilities, such as freeway, or expressway.

<u>Section III:</u> Occupation and Travel to Work--Identifies household members 16 years of age-and-older who were employed, unemployed or retired. For those who were employed and did not work at home, information is obtained about their home-to-work trip, mode of transportation, carpooling, distance to work and time required to travel to place of work. Respondents were asked about changes in the mode of transportation used for the journey to work during the past 12 months and the reasons motivating the change.

Section IV: Driver Information--This section collects the average number of miles driven in the last 12 months by persons who are licensed drivers and the estimated number of miles driven by persons who drive as an essential part of their job. The NTS-2 questionnaire used from April-December 1977 was set up to obtain travel characteristics of workers involved in traveling as part of their regular work, such as bus drivers, truck drivers, cab drivers, etc. However, an error in the screening questions used by the interviewers to determine which questions should be asked, where there was an option, was discovered. As a result, much of the work-related stop information made by these drivers was not obtained for the first 3 quarters, from April-December 1977. The questionnaire was subsequently revised, and beginning with the January 1978 survey month (or the 4th quarter), information was obtained as to the number of work-related stops made by the drivers during their working hours on travel day and the distance traveled between stops. In addition, since many of these workers spend their working day driving to a variety of destinations, to be asked for a detailed description of all these trips, in terms of urban/rural mileages, would be burdensome and annoying. Therefore, to obtain an estimate of urban/rural mileages, it was decided that workers who drove a private motor vehicle and made 4 stops or less. would be asked to trace their trips; those who made more than 4 stops were asked to estimate the percent of urban/rural travel.

<u>Section V: Travel Day</u>--Includes information about all travel (regardless of trip length) on the designated travel day. Information about the trip length, time and purpose of trip, number of persons on the trip, means of transportation used, use of parking facilities, and reasons for use or non-use of public transportation was collected from each person 14 years and older; information about trips (excluding walking and bicycling) made by persons from 5-13 years of age was asked of an adult household member. For the purposes of this section, a trip is defined as "any travel from one place to another by private motor vehicle, public transportation, bicycling, or walking," that ended on the designated travel day.

<u>Section VI: 14-Day Travel Period</u>--This section was designed to obtain information about trips of 75 miles-or-more (one-way distance) that ended during the designated 14-day travel period. For the purposes of this section, a trip is defined as "one-way travel to a destination (the farthest point of travel) which is located at a distance of 75 miles or more from the starting point". In Part A, information was obtained about the trip length, purpose and time of trip, means of transportation used, type of lodging stayed in, and number of persons on trip. In Part B, similar information was obtained about stops that were made enroute to the destination.

NTS-2A

Section VII: Mapping of Private Motor Vehicle Trips--This section was designed to obtain information on the distribution of travel performed by the tripmaker in a private motor vehicle so that the urban/ rural split of travel could be determined. Specifically, an NTS-2A was completed by the interviewer for each household where one or more members made a trip by private motor vehicle either on the designated travel day (Segment 5, Columns 87-89, codes 001-007), or during the 14-day travel period (Segment 6, Columns 135-137, codes 001-007).

A map of the area in which the household was located and on which the urban/rural boundary was marked, was used to determine the route of travel for each trip and the total distance traveled. Based on the route information given by the respondent, the interviewer determined whether the trip was on the map and wholly within an all urban or all rural area, was on the map and crossed the urban/rural boundary marked on the map, was partially off the map, or was entirely off the map. The interviewer then assigned a trip code to each trip based on the trip description as indicated below and took the required action:

Trip Code	Description	Action Required
1	Entire trip on map and wholly with- in an urban area.	No mapping required
2	Entire trip on map and wholly with- in a rural area.	No mapping required
3	Entire trip on map and crossed an urban/rural boundary marked on the map.	Mapping required
4	A portion of the trip was off the map	That portion of the trip that was on the map was traced. Where the trip went off the map, the respondent supplied the main routes followed to point of destination as well as cities and States passed through. The interviewer recorded this information in Columns 70e and 70f of the NTS-2A.

Trip Code Description

5 Entire trip is off the map

Action Required

None of the trip was mapped. All the information necessary to reconstruct this trip, from point of origin to destination, was completed by the interviewer from information obtained from tripmaker and entered in Columns 70e (main routes taken) and Column 70f (main cities and States passed through) of the NTS-2A.

If the trip code indicated that mapping was required (ie: code 3 and 4 trips), the respondent was asked to map the trip by tracing the route(s) taken. For trips that were partially (code 4 trips) or wholly (code 5 trips) off the map, the respondent supplied the main routes taken and main cities passed through; the interviewer entered this information in columns 70e and 70f of the NTS-2A respectively. In addition, for all trips, regardless of the trip code, the interviewer transcribed the trip distance information as supplied by the respondent from item 37 for travel day trips, and from items 61a or 61b for travel period trips. The NTS-2A was then sent to the FHWA (DOT) in Washington, D.C. for additional coding, analysis, and for estimating the urban/rural split of travel.

To determine the urban/rural split of travel, the following procedure was used by the FHWA personnel:

1. For code 1 and 2 trips, the respondent's trip mileage estimate was accepted for allocation purposes.

2. For code 3, 4, and 5 trips, the respondent's trip distance estimate was not used. Instead, for code 3 trips, the FHWA personnel carefully measured the distances from the routes traced on the map to obtain the urban-rural split of travel. For code 4 trips, the FHWA personnel traced and measured the distances for that portion of the trip that was on the map. Where the trip went off the map, the FHWA personnel reconstructed, traced and measured the distance for the remainder of the trip from the information supplied in Columns 70e and 70f on the NTS-2A. For code 5 trips, the FHWA personnel followed the same procedures as for that portion of code 4 trips that went off the map. The FHWA personnel then used all the trip data to obtain an estimate of mileage driven through each type of area.

Once the urban/rural split of travel was determined, the following additional information was added to the NTS-2A. (See Segment 5, Columns 175-207).

- Allocation of trip mileages to the rural and four urban population size-groups:

> rural urban - less than 50,000 urban - 50,000 - 199,999 urban - 200,000 - 999,999 urban - 1,000,000 and over

- Home-urban mileage for all trips coded 1, 3, 4, or 5 which originated, passed through and/or ended at the respondent's home-urban area
- Population size-group of the home-urban area
- Urban/rural distribution of the trip routes. Each trip was assigned one of the following codes based on the point of origin, areas passed through and destination of trip:

Code Definition

- 1 urban-urban-urban
- 2 rural-rural-rural
- 3 urban-rural-urban
- 4 rural-urban-rural
- 5 urban-rural
- 6 rural-urban
- 9 unknown

- International boundaries crossed

- 1. none crossed
- 2. boundary crossed
- 3. trip information incomplete, but limited information indicated an international boundary was not crossed
- 4. trip information incomplete, but limited information indicated an international boundary was crossed.

Editing Procedures

Editing of the NTS-2 data was done in four operations, which were performed in the order listed below. For each editing operation, a brief description of the edits performed and an example is provided. A more detailed discussion of certain types of edits, such as allocated data and edited values, as well as skip patterns, is also contained in this section.

Description of Edits Performed--The four editing operations were:

1. <u>Range Check</u>. Range limits were established for certain items. If the value of a response was not in the specified range, the response was either a) changed to a blank, or b) changed to fall within the range. (See discussion of edited values on pages 13 & 14).

Example - Changed to blank: If the number of days a week that a person drives as an essential part of his/her work (item 30d) exceeded 7, the response was changed to a blank.

<u>Example</u> - Changed to fall within range: If the time that a trip started (item 34) was given as 11:65, it was changed to 11:59.

2. <u>Completeness and Consistency Edit</u>. This series of edits was done to insure that a response was entered for 8 specific items, known as "must" items; these items could not be left blank or contain a "no answer" response. (See discussion of Allocated Data on pages 13 & 14. Also, certain responses for a household were checked against other responses for the same household to obtain internal consistency.

Example - "Must" item: If Armed Forces status (item 11) is blank and the person is older than 13, a response of "no" is entered.

<u>Example</u> - Internal consistency: If a household consists of 4 persons (item 5), but the number of household members excluding the respondent who were on a trip (item 36) is reported as 5, then item 36 was changed to 3.

3. <u>NA/Recode Edits</u>. These edits were performed to change the response to certain items to "NA" if the original response was "out of range" or if the responses to related questions indicated that "NA" was an appropriate entry for that item.

Example - If there was no entry in vehicle ownership code (item 14i) for a vehicle listed as owned or used by members of the household (item 14c), the response to item 14i is changed to 99 (NA). 4. <u>Blanking Edits</u>. These edits were performed to make the responses conform to the skip patterns on the questionnaire. (See discussion of Skip Patterns on page 14).

Example: Information on educational level (items 10a and 10b) was not collected for children below the age of 5.

Allocated Data and Edited Values--If a response was not given for certain questions, the Bureau of the Census imputed (or allocated) the response based on a probability model. These questions, which are called "must items", included: family income, age, marital status, sex, race, origin or descent, highest grade completed, and armed forces status. In cases where the respondent's answer was recorded, "O" was entered in the allocation code field to indicate "data not allocated". In cases where the data are imputed, "1" is entered in the allocation code field to indicate "data are allocated".

There are other fields in which "edited values" have been substituted for the response given. This occurred primarily in fields where a response was not in the acceptable range. For example, the acceptable range for model year of a vehicle was from 1930-1978; if a model year was reported as 1925, it was "edited" to the lowest value in the range: 1930, and "1" was entered in the edited data field to indicate that the data were edited to conform to the range. The following fields are examples where these edits occur: (See NPTS Tape Record Layout and Documentation for acceptable ranges).

Household Vehicles Information:	model year date vehicle purchased
Occupation and Travel to Work:	<pre>number of persons in carpool number of household members in carpool number of persons in previous carpool number of household members in previous carpool</pre>
Driver Information:	licensed driver miles driven as part of work on average work day
Travel Day Trips:	time trip started non-household members on trip number of persons in vehicle

Travel Period Trips:

nights spent enroute to destination nights spent at destination nights spent by type of lodging month/date trip began time trip began non-household member(s) on trip number of persons in vehicle rental vehicle used nights spent in lodging

In cases where the data shown in a field are what the respondent answered, the "allocation code" field or the "edited data" field will always be "0". This includes cases where the actual response was "don't know" or "no answer".

<u>Skip Patterns</u>--A skip pattern is a question or series of questions that are not asked because of a) an answer given to a previous question, or b) a characteristic of the respondent. An example of the first reason for a skip pattern occurs in Section I of the questionnaire; if the vehicle type is a motorcycle, questions are not asked regarding make and model year, automatic transmission, number of cylinders and air-conditioning. In Section II, if the respondent states that public transportation is not available, then the questions on distance to public transportation and the type of public transportation are not asked.

Examples of skip patterns that occur because of a characteristic of the respondent are:

- marital status is collected only for persons older than 14 years of age
- highest grade completed is collected for persons older than 5 years
- driving done as an essential part of work is only asked of licensed drivers.

The skip patterns are indicated on the questionnaire. In most cases, the response to questions not asked as part of a skip pattern will be blank on the public use tapes. However, a "skipped" response may also contain the following values on the tape:

0 (in cases where a zero has no meaning other than blank)
89 or 899, etc. (don't know)
99 or 999, etc. (no answer).
All of the above values are valid responses for skip patterns.

III. 1977 NPTS Record Layout and Documentation

The 1977 NPTS data is contained on four tapes, each tape covering one quarter or three months of data of the survey periods as follows:

lst quarter	April 1977 through June 1977
2nd quarter	July 1977 through September 1977
3rd quarter	October 1977 through December 1977
4th quarter	January 1978 through March 1978

Each of the four tapes contains eight files or segments; a description of the data contained in each segment follows:

File or	· ·
Segment Number	Data Description
1	Household characteristics
2	Household members and their characteristics
3	Household vehicle information
4	Worker occupation and travel to work data
5	Travel day trip data
6	14-day travel period trip data
7	Stop data for 14-day travel period trips
8	Annual long trip data from the National
	Travel Survey (NTS) for the 13,365 households
	common to both NPTS and NTS.

The first 16 characters of each segment are unique for a particular household and include a 6-digit serial number for identification purposes. The number of household records for each segment varies except for Segment 1, which only has one record per household. Appendix C contains the record layout for each of the segments and shows the field locations; field length; source code, where applicable, for relating back to the questionnaire; description of the data; the range of acceptable values; and code definitions of the values found in each field.

Some fields are marked with an allocation or edit code. Allocated means that the value for a particular field was imputed by the Bureau of the Census based on other characteristics. Edited means that the value for a particular field was outside the range of valid codes and was adjusted to the universe (usually the outer limits of the range).

IV. Weighting Specifications for Data from the 1977 NPTS

Introduction

This section contains the instructions for the application of the weighting specifications to 1977 NPTS data from April 1977 through March 1978. The weighting factors described in the weighting specifications are needed to make estimates of NPTS characteristics for different time periods. Separate instructions are given for weighting the data from the travel day and the 14-day travel period. It is important to note that estimates from the travel day and travel period are not additive since both are independent estimates of total national travel.

For the travel day and the 14-day travel period, directions are given for the user who wants to obtain an estimate of vehicle trips, vehicle miles of travel, person trips and person miles of travel for day(s), month(s), quarter(s) or a year. In addition, instructions for expansion of the household/person characteristics are provided; these allow the user to obtain characteristics of traveling and non-traveling household/persons for a specified time period. Special formulae are provided for obtaining weighted estimates of household/person characteristics in those cases where the time period being considered requires combining data from the basic and supplemental samples.

Each household, person and trip reported for NPTS was assigned a weight known as W_0 , which differs, depending upon the attributes of the household, person or trip. In addition, each household was assigned a BW(PSU) weight, based on the Primary Sampling Unit (PSU) in which the household is located, so that all households in the same PSU have the same BW(PSU) weight. The BW(PSU) weight is used only when making an estimate of households/persons from the combined basic and supplemental samples.

For each quarter of NPTS data, application of the weighting procedures will yield estimates of the total number of households in the Unites States, total number of persons in the United States, and total travel occurring during that quarter. If all four quarters are being analyzed, the "weighted" data for persons and households must be summed and divided by four; the weighted data for trips and travel need only to be summed for all four quarters to obtain annual estimates.

To assist the user in the application of the weighting factors, Table 4 on page 29 contains the estimates of selected control totals for variables from the travel day when the weighting factors are applied correctly. Estimates of travel period trips and miles of travel have not been included for a number of reasons, including the high proportion of trips which have invalid dates and unknown distances. In addition, a summary of the statistical procedures for estimating vehicle/(person) trips, vehicle (person) miles of travel and household/person characteristics from the travel day and travel period for selected time periods is given in Table 5 on pages 30, 31 and 32.

Definitions of the Key Terms Used in the Estimating Procedure

<u>Basic sample--The basic sample consists of those households</u> interviewed from April-November 1977 and January 1978.

<u>BW(PSU) weight</u>—The BW(PSU) weight is the weight assigned to each household based on the probability of selection; it varies by the PSU of the household. The BW(PSU) weight is used only when obtaining estimates of households or persons from the <u>combined</u> basic and supplemental samples.

<u>Covered day</u>--A covered day is a day that has been reported for by NPTS households. This applies to a designated travel day or the days from the 14-day travel period.

<u>Household</u>--The household is the basic sampling and reporting unit for collecting trips and travel and other information in the survey.

<u>Household trip</u>--A household trip is each time one or more household members go on a trip. For example: If three household members go on the same trip, it is counted as one household trip; however, if three household members each go on separate trips, it is counted as three household trips.

<u>Person miles</u>--Person miles are the sum of miles traveled by each person on a trip. Thus, the number of person miles for a given household trip is equal to the weighted number of person trips for the trip multiplied by the one-way trip distance for the trip. The number of person miles for a given person trip is the number of one-way trip miles traveled by that one person on the trip.

<u>Person trip</u>-A person trip is a trip taken by an individual. If three persons from the same household go on <u>one</u> trip together, this travel is counted as <u>one</u> household trip and <u>three</u> person trips. On the other hand, if one person took three different trips, he or she would have taken three household trips and three person trips.

 $P_1 - P_1$ is a factor to be applied to travel period trips, depending on the day of the month the trip took place. This factor allows for differences in sample size reporting travel period trips for any given day.

<u>Supplemental sample</u>--The supplemental sample consists of those households interviewed during December 1977, and February and March 1978.

<u>Time inflation factors</u>--Time inflation factors are used to expand estimates of trip characteristics from covered days to form monthly, quarterly or annual estimates. Different factors are used to expand travel day and travel period trips. <u>Travel day</u>--Travel day is a designated 24-hour period during the first 14 days in a month assigned to a household for reporting trips and travel.

<u>Travel period</u>--The travel period is the 14 days preceding the travel day assigned to households for reporting trips and travel of 75 miles-and-longer (one way).

 W_0 --W₀ represents the weight for a specific travel day trip, person, or household estimate. These weights vary depending on the attributes of the variable.

Travel Day Estimating Procedures

<u>Procedures for estimating household trips, vehicle miles,</u> <u>person trips, and person miles</u>--Segment 5 of the NPTS data tape contains W_0 household trip weight (columns 376-387) which should be used for estimating household trips and vehicle miles for travel day trips, and a separate W_0 person trip weight (columns 220-375) for each person trip associated with a travel day trip, which should be used for estimating person trips and person miles for travel day trips.

1. <u>Covered travel days</u>. To form any household trip estimate from travel day trips, the W_0 household trip weights should be summed for all travel day trips being considered. The same procedure should be followed for person trips except that the W_0 person trip weights should be summed for each travel day person trip being considered. In order to form a vehicle miles travel day trip estimate, the vehicle miles associated with each travel day trip must be multiplied by the W_0 household trip weight. Similarly, a person mile travel day trip estimate can be formed by multiplying the person miles associated with each person trip by the W_0 person trip weight.

2. <u>Monthly, quarterly, or annual estimates</u>. To form a household trip estimate from travel day trips for a given month, apply the travel day time inflation factors shown in Table 1 on page 19 to the W_0 household trip weights for each travel day trip in that month. For example, to create an estimate of travel day trips for the month of May, the W_0 's for travel day trips for the 4, 5, 6, 7, 11, 12, 13, and 14 of May should receive a factor of 2 and those of the 1, 2, 3, 8, 9, and 10 of May should receive a factor of 5/2.

The same procedure should be followed for a monthly estimate of person trips, vehicle miles, or person miles from travel day trips. To create quarterly or annual estimates, obtain an estimate for each month separately, using the procedure described above, and sum monthly estimates for months under consideration.

Table 1: Travel Day Time Inflation Factors

Dates

Factors

4,5,6,7,11,12,13,14 of April 4,5,6,7,11,12,13,14 of May 3,4,5,6,7,10,11,12,13,14 of June 5,6,7,12,13,14 of July 4,5,6,7,11,12,13,14 of August 3,4,6,7,10,11,13,14 of September 2 4,5,6,7,11,12,13,14 of October 3,4,5,6,7,10,11,12,13,14 of November 4,5,6,7,11,12,13,14 of December 4,5,6,11,12,13 of January 1,2,3,4,5,6,7,8,9,10,11,12,13,14 of February 4,5,6,7,11,12,13,14 of March 1,8 of April 1,2,3,8,9,10 of May 1,2,8,9 of June 1,2,3,8,9,10 of July 1,2,3,8,9,10 of August <u>5</u> 2 1,2,8,9 of September 1,2,8,9 of October 1,2,8,9 of November 1,2,3,8,9,10 of December 3,10 of January 1,2,3,8,9,10 of March 10 of October 10 of April (Easter) 4 of July 1 5 of September 1,2 of January 11 of July 12 of September 3 3 of October 7,8,9,14 of January 2,3,9 of April

Note that these factors should be applied to the W_O trip weight factors.

<u>Procedures for estimating household or person characteristics</u>--Segment 1 of the NPTS data tape contains the W_O household weight (columns 115-126) and the BW(PSU) weight (columns 103-114).

Segment 2 of the NPTS data tape contains the W_0 person weight (columns 57-68) and the BW(PSU) weight (columns 45-56).

1. <u>Covered travel day(s)</u>. To form an estimate of household (or person) characteristics of traveling and non-traveling households (persons) for a specific travel day, the W_0 weights for each household (person) assigned the specific travel day should be summed. For example, to estimate the total number of traveling households on June 1, the W_0 weights should be summed for all households with a June 1 travel day that made a trip.

To estimate the total number of non-traveling households on June 1, the W_0 weights should be summed for all households with a June 1 travel day that did not make any trips.

2. Monthly or quarterly or annual estimates for households or persons from the basic or supplemental sample. To estimate monthly, quarterly or annual household (person) characteristics from the basic or supplemental sample, a factor of $\frac{1}{4}$ (where d=number of covered travel days in the month(s)) should be applied to the W₀ weights.

For example: To estimate the total number of households that made one or more travel day trips during April, May, and June (all months from the basic sample), a factor of 1/42 should be applied to the W₀ household weights (Segment 1, columns 115-126) for all households reporting trip(s) in April, May, and June.

To estimate the total number of households that made one or more travel day trips during December only (a month from the supplemental sample), a factor of 1/14 should be applied to the W_0 household weights for all households reporting trips during December.

3. <u>Monthly, quarterly, or annual estimates for households or</u> <u>persons from the basic and supplemental sample</u>. To estimate household (person) characteristics of traveling and non-traveling households (persons) for more than one month covered by <u>both</u> the basic and supplemental samples, different factors are applied to the households (or persons) depending on whether they are from the basic or supplemental sample. Households (persons) assigned travel days covered by the basic NPTS sample should receive a factor equal to:

$$(W_{o}) \left[\frac{562,803.7842}{(d_{1} \times 562,803.7842) + (d_{2} \times BW(PSU))} \right]$$

Where: $d_1 = number$ of days covered by basic sample

 d_2 = number of days covered by supplemental sample

BW(PSU) = basic weight shown in Segment 1, 2, 5 and 6 and assigned to the households (or persons) from the basic sample.

Households (persons) assigned travel days covered by supplemental sample should receive a factor equal to:

$$(W_0) \left[\frac{BW(PSU)}{(d_1 \times 562,803.7842) + (d_2 \times BW(PSU))} \right]$$

Where d_1 and d_2 are same as defined above and BW(PSU) is the basic weight assigned to households from the supplemental sample.

For example: To estimate the number of households which took travel day trips during October, November and December, the following procedure should be followed:

Households from the basic sample (October and November) which took travel day trips in October and November should have the following factors applied:

$$(W_0) \left[\frac{562,803.7842}{((2 \times 14) \times 562,803.7842) + ((1 \times 14) \times BW(PSU))} \right]$$

Households from the supplemental sample (December) which took travel day trip(s) in December should have the following factors applied:

$$(W_{0})\left[\frac{BW(PSU)}{((2 \times 14) \times 562,803.7842) + ((1 \times 14) \times BW(PSU))}\right]$$

Travel Period Estimating Procedures

<u>Procedures for estimating households trips, vehicle miles,</u> <u>person trips, and person miles</u>--Segment 6 of the NPTS data tapes contains the W_0 household trip weights (columns 400-411) for each travel period trip, which should be used for estimating household trips and vehicle miles for travel period trips. Segment 6 also contains a separate W_0 person trip weight (columns 244-399) for each person trip associated with a travel period trip, which is to be used for estimating person trips, person nights and person miles for travel period trips. In addition, columns 105-109 indicate the month and day in which a travel period trip varies by the day in a month, different factors, depending on the day of the month must be applied to travel period trips. These factors, known as P_1 are defined as follows:

 $P_{i} = \frac{14-i}{14}$ for $1 \le i < 13$ where i = number of the day of the

month the trip began

 $\begin{array}{ccc} P_{1} = & \underline{14-n+i} \\ & \underline{14} \\ & \text{in the month} \end{array} \text{ for } n-13 \leq i \leq n \text{ where } n = number \text{ of days} \\ \end{array}$

Thus, the W weight for each travel period trip should be multiplied by a P_1 factor that depends on the day of the trip. The P_1 factor for each day of the month that a travel period trip took place is given in Table 2 on pages 24 and 25.

In addition, since travel period trips are reported only for the first 13 days in a month and the last 14 days in a month, time inflation factors are also needed to form travel period trip estimates for the full month. These time inflation factors, which are also based on the day the travel week trip is reported to have occurred, are shown in Table 3 on page 24.

For example, if an estimate of travel period trips is needed for the month of June (not just the first 13 days and the last 14 days), the time inflation factors shown on page 26would have to be applied to the W_0 household trip weights and P₁ factors (Table 2) on page 24 and 25 for these trips. Specifically:

June 1 - $(W_0) (P_1 = \frac{13}{14}) (\frac{5}{4})$ (inflation factor) June 2 - $(W_0) (P_1 = \frac{12}{14}) (\frac{5}{4})$ (inflation factor) June 3 - $(W_0) (P_1 = \frac{11}{14}) (1)$ (inflation factor) June 28 - $(W_0) (P_1 = \frac{12}{14}) (\frac{4}{3})$ (inflation factor) June 29 - $(W_0) (P_1 = \frac{13}{14}) (\frac{5}{4})$ (inflation factor) June 30 - $(W_0) (P_1 = \frac{14}{14}) (\frac{5}{4})$ (inflation factor)

As shown, each travel period day is counted separately in order to determine the P_i and time inflation factors.

Table 2:

	P ₁		
Day of the Month the Trip Took Place	April, June, September, November	January, March, May, July, August,	
1	$\frac{13}{14}$	<u>13</u> 14	<u>13</u> 14
2	<u>12</u> 14	$\frac{12}{14}$	<u>12</u> 14
3	$\frac{11}{14}$	$\frac{11}{14}$	<u>11</u> 14
4	<u>10</u> 14	<u>10</u> 14	<u>10</u> 14
5	$\frac{9}{14}$	<u>9</u> 14	<u>9</u> 14
6	<u>8</u> 14	$\frac{8}{14}$	<u>8</u> 14
7	$\frac{7}{14}$	$\frac{7}{14}$	$\frac{7}{14}$
8	<u>6</u> 14	$\frac{6}{14}$	$\frac{6}{14}$
9	<u>5</u> 14	$\frac{5}{14}$	<u>5</u> 14
10	$\frac{4}{14}$	$\frac{4}{14}$	$\frac{4}{14}$
11	$\frac{3}{14}$	$\frac{3}{14}$	$\frac{3}{14}$
12	$\frac{2}{14}$	$\frac{2}{14}$	$\frac{3}{14}$ $\frac{2}{14}$
13	$\frac{1}{14}$	$\frac{1}{14}$	$\frac{1}{14}$
15	-	-	$\frac{1}{14}$

 $\mathbf{P_{i}}$ Factors to be Applied to $\mathbf{W_{o}}$ Household Travel Period Trip Weights

Table 2 (continued):

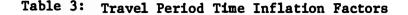
<u></u>	Pi	<u> </u>	
Day of the Month the Trip Took Place	April, June, September, November	January, March, May, July, August, October, December	February
16	-	-	<u>2</u> 14
17	$\frac{1}{14}$	-	<u>3</u> 14
18	<u>2</u> 14	$\frac{1}{14}$	$\frac{4}{14}$
19	$\frac{3}{14}$	$\frac{2}{14}$	<u>5</u> 14
20	<u>4</u> 14	$\frac{3}{14}$	$\frac{6}{14}$
21	<u>5</u> 14	$\frac{4}{14}$	$\frac{7}{14}$
22	$\frac{6}{14}$	<u>5</u> 14	<u>8</u> 14
23	$\frac{7}{14}$	<u>6</u> 14	<u>9</u> 14
24	<u>8</u> 14	$\frac{7}{14}$	<u>10</u> 14
25	$\frac{9}{14}$	<u>8</u> 14	$\frac{11}{14}$
26	<u>10</u> 14	$\frac{9}{14}$	$\frac{12}{14}$
27	$\frac{11}{14}$	<u>10</u> 14	$\frac{13}{14}$
28	<u>12</u> 14	$\frac{11}{14}$	1
29	<u>13</u> 14	$\frac{12}{14}$	
30	1	<u>13</u> 14	
31		1	

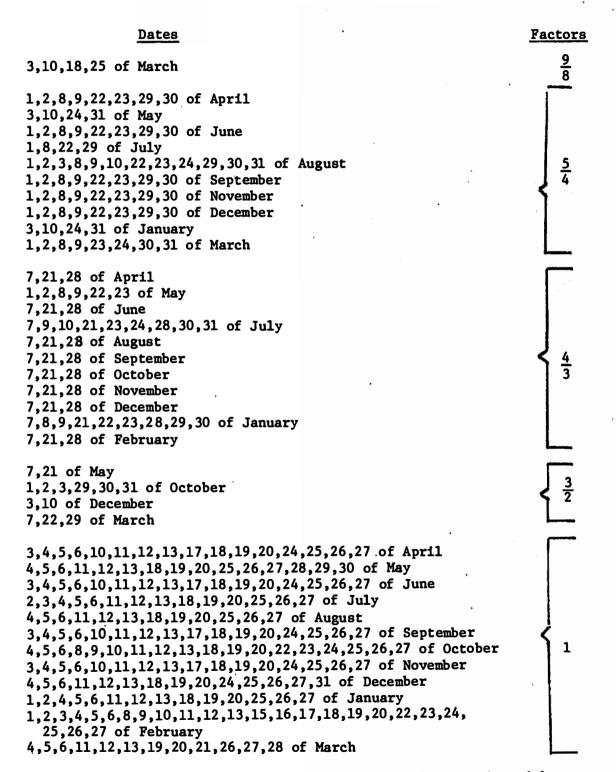
 $\mathbf{P_{i}}$ Factors to be Applied to $\mathbf{W_{o}}$ Household Travel Period Trip Weights

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Note that these factors should be applied after the W_0 trip weight and P_1 factors have been applied.

Procedure for estimating household or person characteristics--

1. Specific travel period. To obtain an estimate of traveling or nontraveling household (person) characteristics for a specific 14-day travel period, the W_0 weights for each household (Segment 1, Columns 115-126) or person (Segment 2, Columns 57-68) being considered in the estimate for the specific 14-day travel period should be summed.

For example: To estimate the number of traveling households for the travel period from May 19-June 1, sum the W_0 weights for all households making a travel period trip during that 2-week period from those households interviewed on June 2.

2. Monthly or quarterly estimate for households (persons) from the basic or supplemental sample (but not both). To obtain a monthly estimate of travel period household characteristics, a factor of $\frac{1}{4}$ (d=number of covered days) is applied to the W₀ weights of households with a travel day in the month of interest. The traveling or nontraveling status of the household will be based on the 14-day travel period of the household - but the travel day determines the month of travel.

For example: To estimate the number of households which made travel period trips during July, August and September, the W_0 weights should be summed and divided by 3 x 14 or 42 for all households with a travel day in July, August, and September and reporting one or more travel period trips.

3. Monthly, quarterly or annual estimates for households or persons from the basic and supplemental sample combined. To obtain an estimate of travel period household (person) characteristics for more than 1 month covered by <u>both</u> the basic and supplemental sample, follow the same estimating procedure as for <u>travel day</u> household (person) characteristics covered by both the basic and supplemental sample. Different factors are applied to the household (persons) depending on whether they are from the basic or supplemental sample. For travel period estimate: The households upon which these estimates should be based are those households with a travel day in the months under consideration; the traveling or nontraveling status is based on the 14-day travel period for the household.

For example: To estimate the number of households which took a travel period trip during the NPTS travel year (April 1977-March 1978): For all households with a travel day in April-November and January (basic sample) which made one or more trips during the 14-day travel period, should receive a factor equal to:

$$(W_{o}) \begin{bmatrix} \frac{562,803.7842}{(d_{1} \times 562,803.7842) + (d_{2} \times BW(PSU))} \\ or & or \\ 9x14 & 3x14 \end{bmatrix}$$

For all households with a travel day in December, February and March (supplemental sample) which made one or more trips during the 14-day travel period, should receive a factor equal to:

$$(W_{o}) \left[\frac{BW(PSU)}{(d_{1} \times 562,803.7842) + (d_{2} \times BW(PSU))} \\ or & or \\ 9x14 & 3x14 \end{array} \right]$$

Table 4.	Estimates of	Selected	Control	Totals	for
	Variables from	m the 1977	NPTS		

Variables	Estimates	Remarks
Trav	vel Day Estima	tes (000)
Annual vehicle trips	129,768,000	Includes all trips on record made in a household vehicle.
	129,185,000	Includes only trips made in a household vehicle for which distance was known.
Annual vehicles miles of travel	880,163,000	Includes only travel made in a household vehicle for which distance was known.
Annual person trips	217,617,000	Includes all person trips on record.
	216,200,000	Includes only person trips for which distance was known.
Annual person miles of travel	1,872,529,300	Includes only travel made by a mode for which distance was known.
Total licensed drivers	127,652	Includes all licensed drivers on record, including those under 16 years of age which under strict interpretation of the guidelines should have been excluded.
	127,552	Includes only licensed drivers 16 years of age and older.
Total households	75,412	Includes all households.
Total vehicles	120,098	Includes sll vehicles on record.
	107,940	Includes only vehicles for which mileage driven was known.
Total persons	213,141	Includes all persons.

Travel Period Estimates

Travel period trips and miles of travel have not been included for a number of reasons, including the high proportion of trips which have invalid dates and unknown travel distances.

Table 5. Statistical Formulae to Produce Estimates of Trips (Vehicle/Person), Miles of Travel (Vehicle/Person) and Characteristics (Household/Person) for Different Time Periods

A. Using Data from the Travel Day

Variable	Formulae	Definition of Terms
To produce estima	tes for one covered travel day(s)	
Trips (Vehicle/Person)	d V _i Σ Σ ⁱ W _{ovi} 1 1	W _{ovi} = W _o weight for the vth trip on the ith day V _i = Total number of covered trips on the ith covered day
Miles of Travel (Vehicle/Person)	d V 2 2 W _{ovi} M _{vi} 1 1	M _{vi} = Miles associated with the vth trip taken on the ith day d = Number of covered days
Characteristics (Household/ Person)	H ∑ W _{oh} 1	$W_{oh} = W_o$ weight for the hth household $H_i = Number of households for the covered travel day$
To produce estima	tes for a month(s) quarter(s) or year	
Trips (Vehicle/Person)	d V _i S S W _{ovi} T _i 1 1	Wovi M _{vi}
Miles of Travel (Vehicle/Person)	d V _i ∑∑W _{ovi} M _{vi} T _i 1 1	V_i As defined above d $T_i = Time inflation factor for travel day trips$

Table 5. Statistical Formulae to Produce Estimates of Trips (Vehicle/Person), Miles of Travel (Vehicle/Person) and Characteristics (Household/Person) for Different Time Periods

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A. Using Data from the Travel Day (Continued)

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Variable	Formulae	Definition of Terms	
o produce esti	imates for month(s) quarter(s) or year		
haracteristics Household/ erson)	3 		
	a. More than one day covered by the basic <u>OR</u> Supplemental Sample (<u>NOT</u> both)		
•		W _{ohi} = W _o weight for the hth household for the ith covered day	
	$\frac{1}{d} \sum_{i=1}^{i} W_{ohi}$	d = Number of covered days	
		H ₁ = As defined previously	
	b. More than one day covered by the basic <u>and</u> supplemental sample		
	$ \begin{array}{c} d_1 & H_1 \\ \Sigma & \Sigma & \underline{562,803.7842} \\ 1 & 1 & (d_1 \times 562,803.7842) + (d_2 \times BW(PSU)) \end{array} W_{oht} $	Applied to households from the basic sample	
	$\frac{d_2 H_i}{\sum_{j=1}^{N} \frac{BW(PSU)}{(d_1 \times 562, 803.7842) + (d_2 \times BW(PSU))}} W_{ohi}$	Applied to households from the supplemental sample	
		d _l = Number of days covered by basic sample	
		d ₂ = Number of days covered by supplemental sample	

Table 5. Statistical Formulae to Produce Estimates of Trips (Vehicle/Person), Miles of Travel (Vehicle/Person) and Characteristics (Household/Person) for Different Time Periods

B. Using Data from the Travel Period

Variable	Formulae	Definition of Terms
To produce estimate	es for covered travel period	
Trips		
(Vehicle/Person)	d V ₁ E E P ₁ Wovi 1 1	V ₁ = Total number of covered travel period trips for the ith travel day of the travel period
Miles of Travel (Vehicle/Person)	d V ₁ E E P ₁ M _{v1} Wovi 1 1	W _{GVI} = W _O weight for the vth travel period trip on the ith travel day of the travel period
		$P_1 = Factors$ defined on pages 24 and 25
	•	M _{vi} = Number of miles associated with vth travel period trip on the ith travel day of the travel period
Characteristics	H	
(Household/ Person)	ΣW _{ohi} 1	Wohi = Wo weight for the hth household reporting travel period trips for the ith travel period
	·	H ₁ = Number of households reporting trips for the ith travel period
To produce estimate	es for a month(s), quarter(s) or year	
Trips		
(Vehicle/Persons)	d V ₁ 2 2 P ₁ Wovi ^T 1	T ₁ = Time inflation factor for the ith day that a travel period trip took place
	11	Way
Miles of Travel		As defined above
(Vehicles/Persons)	d V ₁	vi
	$\Sigma \Sigma P_{i} W_{ovi} T_{i} H_{vi}$ 1 1	
Characteristics	These estimates can be represented by the	
(Household/ Person)	same formulaes as for travel day. However, the traveling or nontravel status of the household or person is based on its <u>travel</u> <u>period trip</u> not its travel day trips.	

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V. Comparison of 1977 NPTS with the 1969 NPTS

As indicated previously, the scope of the 1977 NPTS was expanded from the 1969 NPTS. Part A of this section details the additional information collected in 1977 that was not collected in 1969. Part B concentrates on the expanded trip purpose information collected in 1977, from 11 trip purposes in 1969 to 21 trip purposes in 1977. The recoding and trip linking procedures developed by the FHWA for use in comparing changes between the two survey periods is also detailed.

Expanded Scope of the 1977 NPTS (Part A)

The scope of the 1977 NPTS was expanded to collect certain information that was not part of the 1969 survey. The additional information includes:

<u>Trip Purposes</u>—The number of trip purposes was expanded from 11 in 1969 to 21 in 1977. The trip purposes added in 1977 were conventions, sightseeing, entertainment, recreation (participant), overnight lodging, social, return home, change of vehicle without change of mode, change means of transportation and pickup and leave off passengers.

<u>Vehicle Record</u>--The types of household vehicles was expanded in 1977 to include van, pickup truck, other truck (personal use), motorcycle, selfcontained recreational vehicle, taxi (personal use) and MOPED, as well as automobile. Questions were added regarding the vehicle characteristics (i.e., automatic transmission, air conditioning, number of cylinders and average monthly gas expense for all household vehicles.

<u>Travel as an Essential Part of Work</u>--Information was collected on trips and travel for persons who drive as an essential part of their job (e.g., truck drivers).

<u>Trips of 75 Miles-or-more (One-Way)</u>-Long trips, which may occur infrequently, were underreported in the 1969 NPTS. In 1977, information on trips of 75 miles-or-more was specifically collected over a 14-day period. In 1969, trip information was collected for a 1-day period, for all trip lengths.

<u>Urban/Rural Split of Travel</u>--In the 1969 NPTS, travel was related to the place of residence of the tripmaker. In 1977, a portion of the home interview was devoted to having the tripmaker trace all private motor vehicle trips on a map of the area in which the household was located and on which the urban/rural boundary was marked. These maps were later used to calculate the urban/rural split of travel.

Recoding and Triplinking Procedures (Part B)

In order to compare changes between the two survey periods, recoding and/or triplinking of the 21 trip purposes used in 1977 to the 11 trip purposes used in 1969 is necessary for data comparability. This section contains a description of the recoding and triplinking procedures developed by FHWA for use in comparing the 1977 trip purposes with the 1969 trip purposes. Use of FHWA developed recoding and triplinking procedures is at the user's discretion. Further, there is nothing that restricts the user from developing and applying a different trip recoding and/or triplinking scheme. The description of the FHWA procedures and the inclusion of the recoded trip purpose codes on the tapes is done as a service for those who wish to utilize them.

Table 6 details the trip purpose recode procedure that FHWA developed for use in recoding of the 1977 NPTS trip purposes for comparability with 1969. This procedure involves the addition of a recode field at the end of each trip record. Thus, the trip record includes the original 1977 trip purpose codes(columns 49-51 in Segment 5 and columns 55-57 in Segment 6), as well as the recoded 1969 trip purpose codes(columns 388-390 and columns 412-414 respectively). This will provide maximum flexibility in the data record tape.

Some of the 1977 NPTS trip purposes are directly comparable to the 1969 NPTS trip purposes and no recode procedures were required; the 1977 trip purpose code was transferred to the recode field using the comparable 1969 code. These include the trip purposes shown in Group A and Group C of Table 7.

The 1977 trip purposes included in Group B were recoded to agree with the 1969 code because these 1977 trip reasons are all subgroups of the 1969 trip code. The remaining 1977 trip reasons, i.e. those in group D, required special handling, since there were no comparable 1969 trip reasons. The recoding procedure outlined in Table 6 is concerned with this group of 1977 trip purposes and was applied in sequence (Rules 1-10; see page 36).

In addition, the procedures include a method for handling work trips (rules 11, 12, and 13), since fewer work trips were recorded in the 1969 NPTS than in the 1977 NPTS. Rules 11, 12, and 13 set forth procedures for handling the following situations:

1. The 1969 NPTS edit procedures limited number of work trips to two: one initial trip "to work" and the other "return from work." All other trips involving work were coded "work-related." In 1977 any trip to place of employment was coded as a work trip with no restriction as to number of acceptable work trips.

2. In 1969, trips to-and-from-lunch during the work day were coded as "personal business," since there was no "eat meal" category. In 1977 the trip to lunch was coded as "eat meal" the return trip was coded "to work."

In addition, a procedure for linking trips coded 15 (change vehicle without change of mode), 16 (change mode of transportation), and 17 (pick-up or leave-off passengers) was developed, since these trip purposes were never considered in 1969 and were therefore "lost." Like the recoding procedure, this procedure involves an additional field at the end of the trip record (columns 391-393 in Segment 5 and columns 415-417 in Segment 6) for each household member. Trip purpose codes other than 15, 16, and 17 contain a zero in this field. Trip purpose codes 15, 16, and 17, contain the number of the trip to which these are linked in this field. The trip linking procedure is as follows:

If the original trip code was 15, 16, or 17, the trip number of the next acceptable trip (or non-15, 16, and 17) was entered. If there was no acceptable trip, the trip number of the last trip processed was entered.

Table 6. Recode and Trip Linking Rules to Change 1977 NPTS Trip Purpose Codes to 1969 Trip Purpose Codes.

If there is more than one original trip code of 18 (return home), treat each group of trips ending with the code 18 trip as a separate entity for purposes of recoding.

1. If the original trip code was 03 (convention), then code 02 (business other than work) was added as the recode.

2. If the original trip code was 05 (eat meal) and it followed a trip recode of 01 (work), then code 04 (family or personal business) was added as the recode.

3. If the original trip code was 05 (eat meal) and it did not follow a trip recode of 01 (work), then code 10 (other social or recreational) was added as the recode.

4. If the original trip code was 11 (sightseeing), 12 (entertainment), or 13 (recreation), then code 10 (other social or recreational) was added as the recode.

5. If the original code was 19 (lodging), then code 11 (other) was added as the recode.

6. If the original trip code was 15, 16, or 17, then the recode was stored until a following trip recode was designated.

7. If the original trip code was 15, 16, or 17, and no acceptable* original trip codes followed, then code 11 (other) was added as a recode.

8. If the original trip code was 18 (return home) and there was a previous trip recode of 01 (work), then code 01 (work) was added as the recode.

9. If the original trip code was 18 (return home), and there was no previous trip recode of 01 (work), but there was a preceding trip, the recode of the preceding trip was added to the record.

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10. If the original trip code was 18 (return home), and there were no previous trips, then code 11 (other) was added as the recode.

*Acceptable trip codes for purposes of this procedure are the following 1977 trip codes: 01, 02, 04, 06, 07, 08, 09, 10, 14, and 21; and in addition trip codes 05, 11, 12, 13, and 20 which were recoded to 10. 11. If the original trip code was 01 (work) and there were no previous 01 (work) trips, then code 01 (work) was added to the record.

12. If the original trip code was 01 (work) and there was a previous 01 (work) trip, and the preceding trip was not recoded as 01 (work), then the recode of the preceding trip was added to the record.

13. If the original trip code was Ol (work), and it was followed by one or more successive Ol (work) trips, then a recode of O2 (business other than work-related) was added to the second as well subsequents Ol (work) trips.

Table 7. 1977-1969 NPTS Trips Purposes and Codes

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Appendix A: Glossary of Terms Used In NPTS

This glossary provides the most common terms used in the NPTS survey and the definition of these terms. These definitions are provided to assist the user in the interpretation of the data. Terms related to statistical procedures are found in Chapter IV. Weighting Specifications for Data from the 1977 NPTS.

<u>Airport-A</u> commercial facility that services regularly scheduled airlines.

<u>Carpool</u>--A regularly scheduled traveling arrangement whereby 2 or more persons ride together in the same vehicle, sharing the driving and/or the cost of the trip, or simply riding together regularly with one or more persons doing the driving. If 2 or more household members regularly ride to work in the same vehicle, it is also considered a carpool.

<u>Destination</u>--For travel period trips, the destination is the farthest point of travel from the point of origin of a one-way trip of 75 miles or more.

In travel day trips, the destination is the point at which there is a break in travel.

<u>Driver</u>--A person who operates a motorized vehicle. If more than one person drives on a single trip, the person who drives the most miles is classified as the principal driver. If one or more household members share the driving, the percent of driving done by each household member is recorded separately. If non-household members share the driving, the <u>total</u> percent of driving done by all non-household members is recorded.

<u>Employed</u>—A person is considered employed if there is a definite arrangement for regular full-time or part-time work for pay every week or every month. A formal, definite arrangement with one or more employers to work a specified number of hours a week, or days a month, but on an irregular schedule during the work month is also considered employment. A person who is on call to work whenever there is a need for his (her) services, is not considered employed.

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Education Level--The number of years of regular schooling completed in graded public, private, or parochial schools, or in colleges, universities, or professional schools, whether day school or night school. Regular schooling is that which advances a person toward an elementary or high school diploma, or a college, university or professional school degree.

<u>Family Income</u>-The money income of all persons in a household, including those temporarily absent. Includes wages and salary (before deductions), commission, tips, cash bonuses; net income from a person's own

(unincorporated) business, professional practice, or farm (gross receipts minus business expenses); pensions, dividends, interest, unemployment or workmen's compensation, social security, veterans' payments, rent received from owned property (minus the operating costs), public assistance payments, regular gifts of money from friends or relatives not living in the household, alimony, child support, and other kinds of periodic money income other than earnings. Excludes income in kind, such as room and board, insurance, payments, lump-sum inheritances, occasional gifts of money from persons not living in the same household, money received from selling one's house, car, or other personal property, withdrawal of savings from banks, and tax refunds.

Federal-aid urban area--An urban place of 5,000 or more population as determined by the Bureau of the Census.

Federal-aid rural area--Any area outside of federal-aid urban areas.

Freeway, tollway, or expressway--A divided arterial highway for through traffic with full or partial control of access and grade separations at major intersections.

<u>Head of household</u>--The one person who is regarded as the head by the members of the household. In most cases the husband is the head, if living in the household. In some cases, the head may be a parent of the chief wage earner or the only adult member of the household. An Armed Forces member is considered as the head only if he lives at home and is a household member. Only <u>one</u> head is designated for each household.

<u>Household</u>--A group of persons whose usual place of residence is a specific housing unit; these persons may or may not be related to each other. The total of all U.S. households represents the total civilian non-institutionalized population.

Household trip--One or more household members traveling together.

<u>Household vehicle</u>-A motorized vehicle that is owned, leased, rented or company-owned and left at home to be regularly used by household members during the reference period. Includes vehicles used solely for business purposes if kept at home, e.g., taxicabs, police cars, etc., which may be owned by, or assigned to, household members for their regular use. Includes vehicles brought home by a car sales person or auto mechanic, only if the vehicle was available for use by him (her) during the entire reference period. Includes all vehicles that were owned or available for use by members of the household during the reference period even though a vehicle may have been sold before the interview. Excludes vehicles that were not working and not expected to be working within 60 days, and vehicles that were purchased or received after the designated travel day.

<u>Licensed driver</u>--Any person who holds a valid driver license from any State.

<u>Means of transportation</u>--A personal mode used for going from one place (origin) to another (destination). Includes private and public motorized modes, as well as walking. For all travel day trips, each change of mode constitutes a separate trip. The following personal transportation modes are included:

--<u>Automobile</u>: A privately owned and/or operated licensed motorized vehicle including cars, jeeps, dune buggies and stationwagons. Also includes leased and rented cars if they are privately operated and not picking up passengers in return for fare.

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- --<u>Vanbus/Minibus</u>: Privately owned and/or operated vans and buses designed to carry from 5 to 13 passengers; for example, a Volkswagen bus.
- --<u>Pickup truck/other van</u>: A small open-body motorized vehicle, privately owned and/or operated, with 4 to 6 tires, built on a chassis comparable to that of a passenger car. Accomodates fewer than 5 passengers. Includes travel trucks (service trucks) when they are not being used for commercial purposes.
- --Other truck (personal use): The private use, either as a passenger or driver, of all other types of trucks, i.e.: dump trucks, trailer trucks, etc., when they are not being used for commercial purposes.
- --<u>Motorcycle</u>: Includes Harley-Davidson, Hondas, Vespas, etc. Does <u>not</u> include minibikes, etc., which cannot be licensed for highway use.
- --Self-contained recreational vehicle: Includes recreational vehicles that are operated as a self-contained unit without being hitched to another vehicle; for example, a Winnebago motor home.
- --<u>Taxi (personal use)</u>: The use of a passenger vehicle either by a driver or a passenger, which does not involve the duties of a professional driver for the payment of a fare by a passenger.
- --Bus: Includes Greyhounds, Trailways, etc.; mass transit systems and shuttle buses that are available to the general public. Also includes Dial-A-Bus and Senior Citizen buses that are available to the public. Does <u>not</u> include shuttle buses operated by a government agency or private industry for the convenience of employees, contracted or chartered buses or school buses. These latter types are included in "other."
- --<u>Train</u>: Includes commuter trains and passenger trains other than elevated trains and subways.
- --Streetcar: Includes trolleys, streetcars, and cable cars.
- --Elevated rail or subway: Includes elevated train and subway trains.

- --<u>Airplane</u>: Includes commercial airplanes and smaller planes that are available for use by the general public in exchange for a fare. Private planes and helicopters are included under "other."
- --<u>Taxi (commercial use)</u>: The use of a taxicab by a driver for hire or by a passenger for fare. Also includes airport limousines. Does <u>not</u> include rental cars if they are privately operated and not picking up passengers in return for fare.
- --<u>Truck (commercial use)</u>: Includes the commercial use, either as a driver or a passenger, of pickups, dump trucks, trailer trucks, being operated for business-related purposes.
- --Bicycles: Includes bicycles of all speeds and sizes and minibikes.
- --Walk: Includes jogging, walking, etc., provided the origin and destination are not the same.
- --<u>Schoolbus</u>: Includes county school buses, private school buses, and buses chartered from private companies for the express purposes of carrying students to/or from school and/or school-related activities. Does <u>not</u> include school buses chartered or reserved for other trips, such as church outings; these are included under "other."
- --Motorized bicycle/(often called a Moped): Includes bicycles equipped with both pedals and a small engine, typically a horsepower or less.

--Other: Includes any types of transportation not included above.

<u>Motorized vehicle</u>: Includes all vehicles that are licensed for highway driving. Specifically excluded are snow mobiles, minibikes, etc.

Origin: Starting point of a trip.

<u>Owned vehicle</u>: Any vehicle that one or more household members have purchased for private use regardless if paid for in full, or a gift or legacy to a household member for private use.

<u>Passenger</u>: For a specific trip, any occupant of a motorized vehicle, other than the driver.

<u>Person (household member)</u>: All people, whether present or temporarily absent, whose usual place of residence is the sample unit, or people staying in the sample unit who have no other usual place of residence elsewhere. <u>Person miles</u>: A measure of person travel. When one person travels one mile, one person mile of travel results. Where 2 or more persons travel together in the same vehicle, each person makes the same number of person miles as the vehicle miles. Therefore, four persons traveling five miles in the same vehicle, make 4 times 5 person miles or twenty person miles.

Person nights: The number of nights spent by each person away from home on a travel period trip. For example, two persons on a trip spending 5 nights away from home would result in ten person nights.

<u>Person trip</u>: A unit of person travel. When two or more persons travel together in the same vehicle, each person is counted as making one person trip.

Standard Metropolitan Statistical Area (SMSA): Except in the New England States, a standard metropolitan statistical area is a county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or "twin cities" with a combined population of at least 50,000. In addition, contiguous counties are included in an SMSA if, according to certain criteria, they are socially and economically integrated with the central city. In the New England States, SMSA's consist of towns and cities instead of counties.

Rural area: Any area outside of an urban place.

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Station wagon: A passenger vehicle, having an enclosed body of paneled design with two or more seats, where the rear seats can be removed or folded down to create larger luggage or freight compartments.

Train station: A depot where regularly scheduled trains may be boarded for travel to cities at least 30 miles away.

Stop: For travel period trips, a break in travel other than for gasoline, rest and food. For travel day trips, each stop is treated as a separate trip.

<u>Travel day</u>: A 24-hour period from 4:00 a.m. to 3:59 a.m. designated by the Bureau of the Census as the reference period for studying trips and travel of a particular household.

<u>Travel period</u>: The fourteen days immediately preceding the travel day of the same household.

<u>Traveler</u>: A person reporting a travel day and/or travel period trip(s).

Traveling household: A household reporting at least one travel day and/or travel period trip. <u>Trip</u>: A travel day trip is defined as any one-way travel from one address (place) to another by private motor vehicle, public transportation, bicycle, or walking. Jogging and walking for exercise are excluded, as well as all bicycling and walking for individuals under 14 years of age. When travel is to more than one destination, a separate trip exists each time one or both of the following criteria is satisfied:

a. The travel time between two destinations exceeds five minutes.

b. The purpose for travel to one destination is different from the purpose for travel to another.

The one exception is travel within a shopping center or mall. It is to be considered travel to one destination, regardless of the number of stores visited.

<u>Trip</u>: A travel period trip is one-way to a destination which is 75 miles-or-more from place of origin.

<u>Trip duration</u>: For travel period trips, the number of nights spent away from home on a single trip, including time (nights) spent enroute and at the destination. For travel day trips, usually measured in minutes.

<u>Trip purpose</u>: The main reason that motivated the trip. For purposes of this survey, there are 21 trip reasons. If there are more reasons than one, and the reasons do not involve different destinations, then only the main reason is chosen. If there are two or more reasons, and they each involve different destinations, then each reason is classified as a separate trip. The 21 trip reasons are defined as follows:

- --<u>To place of work</u>: Includes travel to a place where one reports for work. It does not include any other work-related travel.
- --Work-related business: Trips related to business activities except to the place of work; for example, a plumber drives to a wholesale dealer to purchase supplies for his business.
- --<u>Convention</u>: Trips made to attend business, professional, special interest, and other types of conventions; for example, Shriners, etc.
- --<u>Civic/Education/Religious</u>: Trips to political rallies, legislative hearings, voting places, etc.; to school, college, or university for class(es), PTA meetings, seminars, etc.; to church services or to participate in other religious activities. Social activities that take place at a church or school are not classified as religious or educational.
- --<u>Eat Meal</u>: Trips taken to eat a meal in a public place. Trips taken to a friend's house for dinner are classified "visit friends or relatives."

- <u><u><u>Doctor</u> or dentist</u>: Trips made for medical, dental or psychiatric treatment or other related professional services.</u>
- --<u>Shopping</u>: Includes "window-shopping" and purchases of commodities, such as groceries, furniture, textiles, etc., for use or consumption elsewhere.
- --<u>Family or personal business</u>: Trips taken to attend organized functions of the family or friends, such as weddings, graduations, reunions, etc. Includes purchase of services such as cleaning garments, beauty parlor treatments, servicing of an auto, etc.
- --Visit friends or relatives: Trips made to visit friends or relatives but <u>not</u> prompted by organized family affairs or an emergency.
- --<u>Pleasure driving</u>: Includes driving trips made with no other purpose listed here but to "go for a drive" with no destination in mind; for example, a Sunday drive in the country.
- --<u>Sightseeing</u>: Trips taken to sightsee or tour with a particular place planned to visit. This distinguishes "sightseeing" from "pleasure driving."
- --<u>Entertainment</u>: Trips taken to go to a movie, the theatre, opera, concert, discotheque, cabaret, spectator sports, such as a ball game, races, track meet, or an amusement park.
- --<u>Recreation (participant)</u>: Trips taken to participate in sporting or outdoor activities, such as fishing, hunting, golf, swimming, picnicking, skiing, etc., also, trips to participate in outdoor activites, such as skating, bowling, basketball, etc.
- --Vacation: Trips reported by the respondent as "vacation."
- --<u>Change of vehicle</u>: Trips made specifically to change from one vehicle to another within the same "means of transportation" category. (For example, transferring from one bus to another, one plane to another, or from one passenger car to another).
- --<u>Pick up or leave off passenger</u>: Trips that are made to serve a passenger. For example, a trip by Mrs. Columbo to pick up her mother and drive her to the store on <u>travel day</u> would be reported as two trips: the trip to her mother's home for the purpose of picking up a passenger and the trip to the store for the purpose of shopping. If Mr. Hersholt drives from Washington to Chicago during the 14-day <u>travel period</u> and stops in Baltimore to pick up his son, the purpose of his first stop on his trip to Chicago will be reported in Part B of Section VI as "picking up a passenger."

- --<u>Return home</u>: The trip made to the residence of the respondent at the time of the trip. In the case of a college student who lives on campus and is interviewed at school, trips to the dormitory or other living quarters on campus are considered "return home."
- --Lodging: Trips made for the purpose of taking overnight accomodations. This category is also used in lieu of "return home" when return trips are to this lodging.
- --<u>Social</u>: Trips taken to enjoy some form of social activity involving friends or acquaintances, such as a party, playing cards, dancing, etc.
- --<u>Other</u>: Any purpose for a trip that does not fit into one of the above categories.

Vehicle mile: A unit to measure vehicle travel made by a household vehicle: automobile, vanbus/minibus, pickup truck/ other van, other truck (personal use), motorcycle, self-contained recreational vehicle, and taxi (personal use).

<u>Vehicle occupancy</u>: The number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip.

<u>Vehicle trip</u>: A trip by a single vehicle regardless of the number of persons in the vehicle. For purposes of this study, a vehicle trip is a trip made in a household vehicle.

<u>Vehicle type</u>: For purposes of the Study, one of the twelve vehicle types used for coding purposes in the household motorized vehicle record of the NTS-2 Questionnaire.

Urbanized area: Defined by the Bureau of the Census as:

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la. A central city of 50,000 inhabitants or more in 1960, or in a special census conducted by the Census Bureau since 1960, or in the 1970 census; or

b. Twin cities, i.e. cities with contiguous boundaries and constituting for general social and economic purposes, a single community with a combined population of at least 50,000, and with the smaller of the twin cities having a population of at least 15,000.

2. Surrounding closely settled territory, including the following: (but excluding the rural portions of extended cities)

a. Incorporated places of 2,500 inhabitants or more.

b. Incorporated places with fewer than 2,500 inhabitants provided that each has a closely settled area of 100 housing units or more.

c. Small parcels of land, normally less than one square mile in area, having a population density of 1,000 inhabitants or more per square mile. The areas of large nonresidential tracts devoted to such urban land uses as railroad yards, airports, factories, parks, golf courses, and cemeteries are excluded in computing the population density.

d. Other similar small areas in unincorporated territory with lower population density provided that they serve

- to eliminate enclaves, or

- to close indentations in the urbanized areas of one mile or less across the open end, or

- to link outlying enumeration districts of qualifying density that are not more than $1 \ 1/2$ miles from the main body of the urbanized area,

<u>Type Z non-interview</u>: A person in an interviewed household for which trip information is incomplete but for which certain demographic information is available.

Urban place: Defined by the Bureau of the Census as follows:

a. A place of 2,500 inhabitants or more incorporated as a city, borough, village, or town, (except towns in New England, New York, and Wisconsin);

b. The densely settled fringe, whether incorporated or unincorporated, of urbanized areas;

c. Towns in New England and townships in New Jersey and Pennsylvania that contain no incorporated municipalities as subdivisions and have either 25,000 inhabitants or more, or a population of 2,500 to 25,000 and a density of 1,500 persons or more per square mile;

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d. Counties in States other than the New England States, New Jersey, and Pennsylvania that have no incorporated municipalities within their boundaries and have a density of 1,500 persons or more per square mile; or

e. Unincorporated places of 2,500 inhabitants or more.

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(Or from the date of purchase if less than 12 months ago)? About how many miles was this vehicle driven during the last 12 anonihs? d Circle 1 - All the way 2 - Parl way Is it used to go ALL Ibe way to work or PART way? Part 2 2 ~ 2 2 2 2 2 2 é All --_ --2 - No - SNUP 10 140 is this vehicle used al feast 4 lines a cooth to go to work? Ň 2 ~ ~ 2 2 2 2 ~ ~ Circle 1 - Yes 1 Yes ---------(For vehicles purchased within the last 12 months enter MONTH and year. For others, enter What was the date of purchase (or receipt)? Year (Enter numerals) Ask for household-owned vehicles only (Entry of "1" in column !) 2 year only) Month Was it purchased, or received, new or used? Used 2 2 2 2 2 2 2 2 ~ Circle 1 - New 2 - Used monthly . • Then complete 14d through a for the first vehicle before recording the information for the second vehicle, etc. New o None - SkiP to Section II Number of vehicles -------_ -8 (Use codes below) 1 Owned by member of household 2 Company-owned Section I - MOTORIZED VEHICLE RECORD 5 Other - specify × Don't know Who owns the 3 Leased 4 Rented vehicle? 2 9 (215) ~ PGM 4 + No 2 2 2 2 2 2 ~ 2 2 Circle 1 - Yes 2 - No Is it air conditioned? di. 14a. How many licensed motorized vehicles were owned, or available for use on a regular basis, by members of this household during the period from (1st day of 14-Day Travel Period) through (Travel Day)? Include leased or company-owned licensed motorized vehicles. Also include motorized bicycles (MOPEDS) whether licensed or not. Yes READ – Now I would like to ask you some questions about motor vehicles owned or used by members of this household. ---------------(Indicate '.R'' (I Rotary) How many cylinders does it have? Do not ask for motorcycles or motorized bicycles (Ask only if one or more vehicles were reported in 14a) In the last year, what has been the average monthly expense for gasoline for all vehicles onwed or leased by this household? No 2 2 N 2 2 ~ ~ 2 2 Does it have automatic transmission? Cincle 1 - Yes 2 - No -Yes ---------OFFICE USE ONLY What is the make and model? Example: Dodge, Coronet . Ask item 14c and enter all vehicle types. What is the model year? ÷ 8 Motorized camper-coach (Use codes below) 6 Pickup with camper 2 Station wagon 3 Vanbus/Minibus 11 Motorized bicycle 12 Other - Specify What type(s) of vehicle is it (are they)? ú L Automobile 7 Other truck 10 Motorcycle 4 Other van 5 Pickup 9 Taxi Vehicle Number 9 12 -5 9 --2 3 4 ~ 6 M94~

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READ - Now I would like to ask about transportation in the area.	
16. Is public transportation, other than taxis, available within 2 miles of your home?	(402) 1 Ves 2 Voit know X Obort know Skup to te
17a. How far hem your heme is the NEAREST public transportation stop - (other than taxis)?	a: [3-6 blocks (¼-l; mile) a: [3-6 blocks (¼-l; mile) a: [3-7-12 blocks (More than 1; mole more than 1 mile) a: [13-24 blocks (More than 1; not greater than 2 miles) x: [Don't know - SxcP to 18
b. What type of transportation is It?	1 Bus 2 Trisin 2 Subway on elevated rail 3 Subway on elevated rail 0 Other - Sociry
18. How far is it from your home to the nearest point where you can get on or off a freeway, lothway or expressway? (A divided highway which goes under or over all crossing roads and can be entered or left only at selected points by way of a tamp)	 (405) i - Less than 1 mile 2 - 1-2 miles 3 - More than 2, less than 5, miles • 5 miles er sore x - Don't hoom
19. For breveling to cities 30 miles or more away, how far is it from your hoan to the searcest - a. lote-city has branchal?	and
b. train station?	(40) Miles 0 Less Dun ¼ mile × Dun't know ena None available
c. alrport served by scheduled airlines?	Miles 0 Less than Havie x Don't haow x=00n't haow x=1 None available
00M NT 5-2 (11-5-77)	

1 — An employee of a PRIVATE company, bus inces, or individual for wages, salary, or commissions? 2 — A COVERNMENT employee (Foderal, State, county, or iocal)? SELF-EMPL OYED in DOW business, probessional practice or farm? s 🗧 Going to school e 🗍 Unable to work - scrip in Section IV 7 🕇 Retired e 🗍 Other - Specity « Notking WITHOUT PAY in family business or family Working - Skip to 200
 With a job but not at work - Skip to 200
 Looking for work
 Reeping house (Mark "No." for fermers without saving) Is it incorporated? se Tronk at home - skip to Section IV 1 C Yes 2 No - SkiP to Section IV 1 7 YES - SKIP 10 200 2 1 No <- Enter code 🗆 Yes 🗆 No - Side no 24e fousehold member Other - Specify, 3 \\ Yes 205 -3 3 201 3 3 3 A S MOA <
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 A 1. What kind of work were you doing? (For example, electrical engineer, stock clerk, typist, farmer, Armed Forces) 20a. What were your doing most of LAST WEEK - (working, keeping house, going to school) or something else? g. What were your most important activities as a (read entry from 2019) (For example, typing, keeping account books, selling cars, Armed Forces). c. Did you have a job or business from which you were temporarily absent or on layoff last week? Section III - OCCUPATION AND TRAVEL TO WORK e. What kind of business or industry is this? (For Armed Forces, enter "Same as above") ASK all household members 18 years or older READ - Now i would like to ask you some questions about your occupation. b. Did you do any work at all LAST WEEK, not counting work around the house? d. For whom did you work? (For Armed Forces, enter the particular branch) is one of the codes 01-07 entered in 21 shove? NOTE: Single word entries seldom give sufficient description. Is this respondent the head of household? 21. What is your principal means of transportation to work? (Enter code from NTS4, page 8) h. Were you -CHECK ITEM B CHECK ITEM A 52

22a. Is this a regular arrangement of 2 or none persons traveling to work logitizen - (carpool)?	(53) $o \square No - Sx(P eo 22)$ YES - Now mamp persons, lackeding row? Persons
b. How many of liteste pervans are members of this household? Include the respondent?	(30) Household aembers
c. Do you shaw driving, drive others unly or ride puly?	(SI) 1 Same driving 2 Drive others only 3 CUP to Pae
23. What is your main reason tor not riding in a carpool?	(1) 01 11:regular work hours 07 11 he privary 02 Irregular work location 08 Doart know of anyone to ride with 03 Irregular work location 08 Doart know of anyone to ride with 04 Irregular work location 08 Doart know of anyone to ride with 05 Need car for work or errands 08 Doart bust others' driving 04 If is out of dry may bus pick people up 10 Inst doart are rait to call others about 08 If is out of dry may be and require exits waiting 11 Other - Seerity 06 Dorard overfore or rianda 11 Other - Seerity
24a. In the last year have you changed your principal means of transportation to work?	(1) : □ Yes : □ Did not work last year - sxiP to 27 2 □ No - skiP to 27 • □ Worked at home last year - skiP to 27
b. What was your reason for changing? Any other reason? (Men. ALL Inter apoly)	(514) 1 Change of residence • Previous means no longer available • 2 Change of job location • Public transportation has become available • 2 Previous means unsatisfactory • Other ~ Spectry
 What was the principal means of transportation to work before this change? (Enter code from NTS-6, page 8) 	(SI) ← Enter code Othet - Specify
CHECK Is one of the codes 01–07 entered in 25 above?	□ \\rs = \$\rfree w.2?
25a. Was take a regular arrangement of 2 or none persons traveling to work logation - (carpool)?	(31) 0 □ No - Skip is 27 YES - Nom many persons, including you? Persons
b. How many of these persons more members of table household? (Include the respondent)	(1) Household members
c. Did you shawe driving, drive others unly or ride ouly?	1 5tate driving 2 Drive opers only 3 Ride only
27. What is the one-way distance from your bome to your present place of work?	(31) Miles □ □ Less than ½ mile ■ □ No fixed place - skip to Section IV
28. How long does it usually take you to get from bound to work?	v (520) Minutes

Section IV - DRIVER INFORMATION Ask all household members 16 years or older.	ORMATION Insuential member is a second member is a second member is a second second member is a second seco
(If respondent has arready indicated that he drives, verify and mark appropriate box) 28a, Are you a licensed driver?	(21) + C Yes 2 C No - Skyp to Section V
b. About how many thousands of miles did you, personally, drive during the last 12 months, including miles driven as part of your work?	(1) Miles
CHECK is there as early in item 21 for this respondent (to indicate that he has a job)? ITEM D	10 Yes 10 Mg - Etcur to Sention V
30a. As an essential part of your work do you drive a motorized vechicle. such as a car, bus, van, truck, taxi or motorcycle?	(21) 0 [No - SkiP to Sector V YES - Which type of whike? (Enter code from N/S-6, page 2)
show calendar b. Did you drive this vehicle as part of your work on (Travel Day)?	(13) o T Ho YES - About kon may mike?
c. Approximately bern early alles do yes drive on an average work day, not canning, firtuing to and then year place of work?	(13)(illes
d. On the average, how many days a week do you drive as part of your work?	(23)Dars a week
e. You said you drovemiles (entry in 30b) as part of your work on (Travel Day). How many work-related stops did you make?	(ST)Stops (Each of Names stops is a 1/10)
 What was the longest distance you traveled between 2 consecutive work-related stops? 	(238)miles o □ Less than 15 mile
CHECK Is one of the codes 01-07 or 1A entered in 30a? ITEM D-1	□ No - 2relis to nei introduction neined AE.VD atoos line 31

la the entry is 3/6 4 stops or least CHECK ITEM 0-2	VIS — Completes Plats A of the ATS-2A for which of theme there when you completes line NTS-2A for which of theme theme theme to the introduction and/out ALAD, adver state 33
strow MAR 30g. You said you traveledmiles (entry in 30b) as part of your job on (Travel Day). Was all this travel within the area on this map?	(378) 1 □ No - Skup to the invoduction numbed P.E.A.D., above them 31 2 □ Yes
CHECK Dress the PSI) urbinar/tural most for this household have intEM D-3 an urban/rural boundary(lest) matiled on xi?	(30) 1 \square No - SKiP to the introduction marked READ, above Nam 31 $2 \square$ V CS - Shae exported and eak SUN
h. About how many of these miles were within the URBAN boundary(les) shown on this map?	(II)
AEAD - Now I would like to ask about any OTHER trips you took that ended on (Travel Day). A trip is anytime you went from one address to another by cur or bus, by walking or bicycling or by some other means. For example, your trip from home to your place of work would be one trip, a side-trip made during work hours would be a second trip, driving or walking to lunch would be a third trip, a trip made after work would be a fourth trip, and so on.	ravel Day). A trip is asytime you west from one address to another by car or bus, by walking or bicycling or by some other means. a side-trip made during work hours would be a second trip, driving or walking to lunch would be a third trip, a trip made after work
NOTE: Reference period is from 4:00 a.m. on Travel Day to 3:55 a.m. Da feltowing day.	
31. Did you make any trips, other than those already reported, on (Travel Day)?	(33) 1 □ Yes - SKIP to film 328 2 □ No - SKIP to Section VI
NOTES	
FORM NTS-2 (11-8-22)	

		Sec	Section V - TRAVEL DAY						
INTERVIEWER INSTRUCTION Refere	Ask of all household members 14 years and over. For persons person for whom information is being ablained. Reference day is from 4:00 a.m. to 3:59 a.m. the following day, include as trips all walking or bicycling whore the destination		Ask of all howsehold members 14 years and over. For persons 5-13 years of age, ask household respondent and enter the fine number of the person for whom information is being obtained. Reference day is from 4:00 a.m. tha following day. Include as trips all walking or bicycling where the destination and origin are not the same address. Do NOT include these as trips for persons under 14 years of age.	ther the line to these as 1	number of the rips for persons unit	er 14 years of	-oße	H9 III	Household member line number
READ - Now I have some questions ab driving a car from your home to	out all trips taken or ending on a work would be one trip, walkin	(Travel Day). A trip is anytime is from work to lunch would be a	- Now I have some questions about all trips taken or ending on (Travel Day). A trip is anytime you went from one address to another by car or bus, by walking or by some other neans. driving a car from your home to work would be one trip, walking from work to lunch would be a third trip, etc.	ther by car ach to wor	ot bus, by walkin t would be a third	g or bicyclin, trip, etc.	g or by some other near	ns. For example,	pie,
- PCM 5	1 4 5 1	Contraction of the second s	Ęn	Enter trip number	ber	100 C	State of the Party	and a second	10 10 10 10
	TRIP (60)	(60) TRIP	(0) TRIP	(109	TRIP	(09)	TRIP	(109)	TRIP
sнои салемоан 32a, Did you go any place on (Travel Day)?	602) i [] Yes 2 [] No - SkiP to Section Vi								
h. Where did you go first?									
33a. Did this trip begin at home?	603) 1 1 Yes - SKIP to 34 2 1 No								
h. That was your asin reason for being away from boma when you began this high fenter code from NTS-0, page ¹).	604) 4-Enter code M **Other* - Specing								
c. In what city, or place, and State was this?									
34. What time did you start your $\frac{1}{2}$	(606)	(606)	(606)	(3) (3)	: a.m.	(0)	ure :	(10)	: . a.m.
(if it examples in a streed, mentioned the research, verify and enter the code)	(608) 4-Enter code	608 +-Enter code	608 +Enter code	(909	4-Enter code	de 600	4-Enter code	809	-Enter code
 What was the main reason for the trip? (Enter code from NTS-6, page 11) 	11 "Other" - Specify	W "Othet" - Specify	H "Other" - Spectry	=	It "Other" - specify	t Sel	If "Other" - Specify	0 JI	Without - Speeding
				1		1			
NOTE TO INTERVIENER - Cicled items may be verified for return trips to avoid repetition.	as may be verified for return trips to	o avoid repetition.							H-

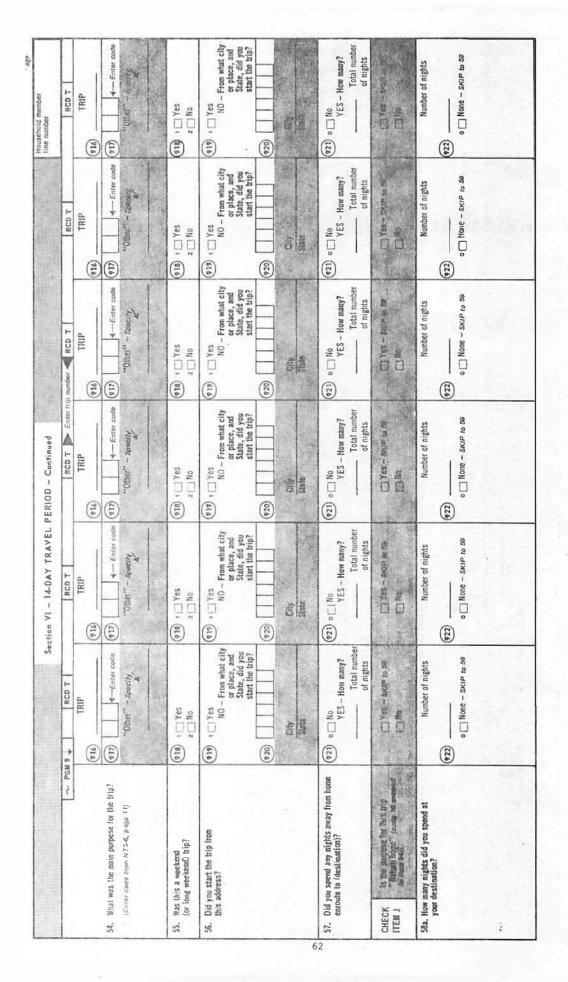
(1) What was the deal distance from the sign) (1) What was the total distance from where (1) What was the total distance from where (2)	YES - Who?	YES - Who?	(609) e 🗌 No athers YES – Who?	(69)	a 🗌 No others Y ES – Who?	89	o 🗌 No others Y ES – Who?	(S)	s 🗌 No others Y ES – Who?
What was the total distance from where (622)	Errier Lines numbers (100 mmoers (100 mmoers) (100 mmoers (100 mmoers) (100 m	(1) (1) (1)	Entrer (ine number)		Enter functions	858833	Enter international (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	853353	E friter (iten numbers) (6) (6) (6) (6) (6) (6) (6) (6) (6) (6
	o 🗍 Less than ½ mile	622) Miles o 🗌 Less than ½ mile	(622) Miles of Less than 1/2 mile	(23)		(23)	o 🗌 Less than ½ mile	(13)	o 🗌 Less than 15 mile
(38) Approximately how long did it take (62)	Minutes	(23) Minutes	(23) Minutes	(23)	Minutes	(23)	Minutes	3	Minutes
(33.) What was the main means of transportation (5.3.) used for this trip? (Enter code from NT5-6, page 8)	II - Other" - Specify	(2) A-Enter code	(23)	00	It "Dthat" - Specify	(23)	F "Other" - America	(23)	E "Ofter" - Series code
CHECK Prefer to item 30 CHECK One of the codes 01-07 is entered	ASK 40a Stup to 46 Stup to 46a						C ASK 40%		and the second of the second o
(Do not ask if no vehicles were reported for this household, stats No.) (03) Was a household vehicle used for this trip? 2	r 🗋 Yes z 🗍 No - Skip to et	2 Na - SKIP to 4t	a Skip to 41	(53)	i □ Yes 2 □ No - skip to 41		1 🗌 Yes 2 🗍 No – SKIP to 41		r 🗋 Yes a 🗍 No – skop ta et
(Ask only if more than 1 whitcle was reported for this household. If only 1 whitcle, enter "T without asking) (00) Which vehicle? (Enter number from item 148	Vehicle number	(a29) Vehicle number	(23) Vehicle number	per con	Vehicle number		Vehicle number	8	Véhicle number
(41) Were there any non-household members on (28) of the trip?	ol No YES – How many?	(42) o No YES - How many?	(23) ∞ □ No YES - How many?		o 🗌 YES – How many?	8	o 🛄 No YES – How many?	×.	o [] No YES - How mary?
(42) Total number of ALL persons in the vehicle: <i>Levity that the sum of intervewer - Varity that the sum of intervewer - Varity that the sum of intervewer - Varity that the new office in theme set of the sum of the s</i>	Persons	Persons	Easons		Persons	E	Persons	R	Persons
(Aak only if the respondent was not allone a □ (1) the vehicle.) (33) Who was the driver on the trip? (33)	a 🗌 Not a household member Household member - Line No.	o 🗌 Not a household member Hou sehold member – Line No.	o □ Not a household member Household member - Line No.		o Not a household member Household member - Line No.	° (83)	Not a Neuschold member Household member - Line No.	° (27)	Nol a household member Household member - Line No.

24 ~	PGM 7		Section Y - LKAYEL UAL -	Longinued	Enter trib number	and the second second	Ince number
	(ig)	TRIP	TRIP	TRIP	TRIP (701)	TRIP (30)	TRIP (70)
CHECK Rever to /rem.37. ITEM F Is the distance 25 miles or more?		🗌 Yes 🗌 No – SKIP to eda	1 Yes 1 Ho - SKIP 10 44e	Tytes No - Stop in eas	Tes No - Sicipito de	□ Ves □ No - 200P to 44e	□ Yes □ No - Shuff to ske
(3b. Did anyone share the driving? (Enter the line number(s) of household member(s).		(102) ○ No What YES What PES Percent Who? Who? Percent Percent (10) (10) Percent Percent (11) 0 (110) Percent Percent (11) 0 (110) Percent Percent Percent (11) 0 (110) Percent Percent Percent Percent Percent (11) 0 (110) (110) Percent <	(722) ○ № YES ₩ № (733) ○ № (733) ○ № (733) ○ № (733) ○ № (733) ○ № (733) ○ 000 (733) ○ 000 (733) ○ 000 (733) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 (730) ○ 000 <	(202) 0 No YES What Proc Procent (203) 0 Procent (203) (203) Procent (203)	(TU) No No YES Was Parcent Was No Parcent March Parcent Parcent	(T22) ₀ No YES • • <td< td=""><td>(11) ◦ □ No YES - Phal Pha? YES - Phal Pha? YES - Phal Pha? YES - Phal Phas Phas Phas Phas Phas Phas Phas Phas</td></td<>	(11) ◦ □ No YES - Phal Pha? YES - Phal Pha? YES - Phal Pha? YES - Phal Phas Phas Phas Phas Phas Phas Phas Phas
44a. Where did you park when you got to (destination)? (Enter code from NTS-6, page 13) Codes 5-7 - SKIP to 44c Codes 8-11 - SKIP to 45a	(E)	• Other* - Specify	(75) - Enter code	(15) ← Enler code +Othert* - Seculty	(1)	13 ← Enter code "Othert" - specify	13 - Entre code
b. Was the reason you were able to park there because of: carpool membership, minimum purchase, physical disability, job status, or another similar reason?	(E)	 Observation Observation Observation Observation Observation 	(16) 0 N0 1 Carpool 2 Minimum purchase 3 Physicial disability • Job status • Other - Specify	(16) 0 () No 1 () Carpool 2 () Minimum purchase 3 () Physical disability 4 () Ob status 5 () Other - Specify	(10) No 1 Carpool 2 Minimum purchase 3 Physical disability 4 John status 5 Other - speerify	(1) 0 No 1 0 No 2 Minimum purchase 3 Physical disability 4 Job status 5 Other - Specify	(16)0 N0 1 Carpool 2 Minimum purchase 3 Physical disability 4 Job status 5 Other - Specify

44c Was parking tree?	to 45a uch did ?	(11) 0 Yes - SkiP to 45a NO - How much did 12 cost? (118) 5	(11) a T Yes - Skip to esa NO - How much did (15 cost ² (11) encort	(11) 0 Yes SkiP to eta NO How much did R cost? (16) (18) € cost? (718)	$\begin{array}{c} \hline (11) \\ 0 & \square & Yes = SKIP to 45a \\ NO & How much did \\ R & R & cost? \\ \hline (Entwickal mount) \\ e \end{array}$	(11) ₀ □ Yes - skip to 45a NO - How much did it cost? (718) fEnter total amount)
	(11) x _ Don't know * _ Fee previously reported - SKip to 45a 45a	(119) × _ Don't know a _ Fee previously reported - SxrP to	(19) × () Dan't know a () Fee previously reported - skip to 450	(19) x [] Dan't know a [] Fee previously epoted - SxiP to	(19) x [] Don't know * [] Fee previously * [] Fee previously * 6ponted - sxt/P to	(19) x [] Don't know a [] Fee previously reported = 5x/r to 456
d. What time period did the cost of parking cover? (Enter the number of minutes, nours, dives, etc.) (Make only one entry)	(720) Minute(s) (721) Hour(s) (722) Day(s) (723) Week(s) (724) Week(s) (725) Wonth(s)	(720) Minute(s) (721) Hour(s) (722) Hour(s) (723) Day(s) (724) Werek(s) (724) Month(s) (723) x □ Don't know	(728) Minute(s) (721) Hourts(s) (722) Day(s) (723) Minute(s) (723) Minute(s) (723) Minute(s)	(72) Minute(s) (72) Minute(s) (72) Bay(s) (72) Day(s) (73) Week(s) (73) Minute(s) (73) Minute(s)	(720) Minute(s) (721) Hour(s) (722) Bay(s) (723) Day(s) (724) Week(s) (723) Month(s)	(730) Minute(s) (711) Hour(s) (712) Day(s) (713) Day(s) (714) Week(s) (715) Month(s)
(455) Was public transportation, other than taxis, available for the trip within 'Faille from where you were going?	$(72) \stackrel{i}{\simeq} \square N0 \\ \times \square Don't know \\ fo 47$	$ \begin{array}{c c} \overbrace{220}{2} & i & \forall es \\ \times & 0 & 0 \\ \times & 0 & 0 \\ \end{array} \begin{array}{c} x & y \\ y \\$	$ \begin{array}{c} \overbrace{720}{2} & i & \forall es \\ z & \square & No \\ x & \square & Don'l know \end{array} \right] _{50'lp} \\ \xrightarrow{50'lp}{} \\ \end{array} $	(726) 1 [] Yes 2 [] No x [] Don't know] Skip	(726) 1 Ves z No x Don't know to 47	(12) 1 [] Yes z [] No x [] Dan't know No a7
(D) Was this bus transportation?	(11) : _ Yes z _ N0 - SKIP to 47	(727) + □ Yes z □ Na - skiP to 47	(121) 1 🖂 Yes 2 🗌 No - SKIP to 47	(72) 1 □ Yes 2 □ No - SKIP to 47	(72) · C Yes z No - Skip to 47	(TT) 1 Tyes 2 TO 0 - SKIP to 47
(c)Do you know the bus schedule?	T28) :	TB + C Yes z C No z No	TB) 1 C Yes 2 No 2 No 8KIP to 47	TB) 1 [] Yes 2 [] No 2 [] No	(28): CYes z 00 SKIP to 47	(218) 1 [] YetS 2 [] No 2 [] No
(Do not ask for persons under 16 years of age) (46) If you had driven and not used public transportation, would parking have been fire?	(23) + _ Yes 2 _ No x _ Don't know	(729) t □ Yes z □ No × □ Don't know	(729) i □ Yes z □ No x □ Don't know	(729) + 🗌 Yes z 🗍 No x 🗍 Don't know	(22) 1Yes z No x Don't know	(ZB) 1 Yes 2 No x Don't know
47. Where did you go ment?	Return to Here 34	at muser Amuter Ac muter Ac and Ac and Active Activ	Reteare to Altere to Altere Alter Alter at	America also - Ask 48	Recentla men ad	Outra- http:// http:// http:// Nowhere else - Airc at
ASK only if CBD is marked on map SHOW MAP (Ask mis question for EACH trip that has been necorded above and mark a box in EACH trip colorent.) 48. Was any part of your trip to (destination) within the Central Business District outlined on this map?	(730) ;Yes z No x Don't know	(330) i □ Yes ≥ □ No x □ Don't knew	(330) + _ Ves 2 _ No 2 _ Don't know	(330) + Yes 2 No x Don' 1 know	(30) + Yes 2 No 2 No 2 X Non't know	TED : Ves on - x no - x Don't know

|--|

			Section VI - 14.DAY TRAVEL PERIOD Part A - DETAILED REPORT OF TRIPS	AVEL PERIOD			Household member line number
CHECK ITEM H	Did respondent report in NTS-1 any trip []] Yes - Read introduction A	Did respondent report in NTS-1 any trips that ended in the worth of	onth of the 14-Day Travel Period?	ction B			
ALEAD - No fro fro fro fro	Now I would like to ask you about from to 10 10 10 10 10 10 10 10 10 10 10 10 10	Now I would like to ask you about any trips of 75 miles or more you may have taken that ended durin from to (14-Day Travel Period). Trips refer to one-way travel where the destinatio or more from the starting point. The destination is the fathest point of travel. Do not forget to in that you may have reported earlier in the interview that ended during this period. The questions I as ask now refer to one-way distances so your responses may differ from those you have already given.	INTRODUCTION A INTRODUCTION A INTRODUCTION A INTRODUCTION A INTRODUCTION A INTRODUCTION A INTRODUCTION A INTRODUCTION AND AND AND AND AND AND AND AND AND AN		would like to as to trom the startin team 51.	INTRODUCTION B ss of 15 miles or more you may have Period). Trips refer to one-may trave tination is the farthest point of trave	INTRODUCTION B tyou about any trips of 75 miles or more you may have taken that ended during the period - (14-Day Travel Period). Trips refer to one-way travel where the destination is 75 miles g point. The destination is the tarthest point of travel.
SHOW CALENDAR 51. Did you lake any trip	.ENDAR te any trips of 75 miles or more	BHOW CALENDAR Did you take any trips of 75 miles or more (one-way distance) that ended during this	ng this 14-day period?	γes - Η (0ne x [] 00n't know	fes - How many trips? (One-way) trips - <i>SKUP</i> io 62 i't know		
CHECK ITEM I	Refer to Section V, Item 33. Were any trips reported for T	Refer to Section V, frem 39. Were any trips reported for Travel Day by private motor vehicle? (codes 01-07)	e? (codes 01-07)	- 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10	Yes - Continue with Section VII (NT9-24), No - Intervalue must household member, If last household member, END MITERVIEW.	NEW.	
	~ PGM 9	1 7 6 10		Ent	Enter trip number		States and the second sec
		TRIP	(901) TRIP	TRIP TRIP	(00) TRIP	(sol) TRIP	(901) TRIP
52. What was th (1st. next	What was the destination of your (1st. nextetc.) trip?		(internet internet in	(eo2)		603	
		City State	City State	City State	City State	City State	City State
53. Did anyone go on this t	Did anyone else living in this household go on this trip? (L'ist the fine numbers of nousehold	(903) o 🗔 No others YES - Who? Line numbers -	(903) o [] No athers Y ES - Who? Line numbers -	(603) a [] No others Y ES - Who? Line numbers -	(303) o [] No others Y ES - Who? Line numbers -	(003) a □ No athers YES - Who? Line numbers -	(03) o 🗌 No others YES - Who? Line numbers -
a coordinate	f dhi wa so jaaw olwe shoquaa						CCCCCC CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
TORM NTS+2 (11-8-77)	-17)	REL	REL	REL	REL	REL	[SEL]



58b. What type(s) of lodging did you stay in at your destination?	*	1 🖂 With friends or relatives	(\$23) + [] With friends or elatives	• 1 With friends or • relatives	\$23	1 🗌 With friends or relatives	(12) 1 (1) With friends or relatives	*) i With friends or relatives
(Mark ALL that apply)		z 🗌 Rental accommodations a 🗌 Own cabin, campsite, vacation home	z □ Rental accommodations ⇒ □ Own cabin, campsite, vacation home	 a Rental accommodations a Own cabin, campsife, vacation home 	ons e,	2 C Rental accommodations 3 Own cabin, campsite, vacation home	 a Rental accommodations a Own cabin, campsite, vacation home 	ations site,	 2 C Rental accommodations 3 Own cabin, campsite, vacation home
	5	 Camping in public (gov't) campground Camping in commercial camperound 	 4 Camping in public (gov't) campground 5 Camping in commercial camporound 	Camping in public (gov't) campground s Camping in commercial camparguind	ter contraction of the contracti	 Camping in public (gov't) campground Camping in commercial camperoned 	 4 Camping in public (gov't) campground 5 Camping in commercial camperciant 	c nd ercial	 Camping in public (gov't) campground Camping in commercial campronid
		s Other - Specify	6 🗆 Other - Specify	e □ Other - Specify	1	s 🗌 Other – Specify	s 🗌 Other - Specify		e 🗌 Other - Specify
 How many nights did you spend in each type of lodging? 	928	Number of nights Friends or relatives Rent. accom.	Number of nights (22) Friends or relatives (92) Rent, accom.	Number of nights (924) Friends or relatives (925) Rent. accom. (926) Cabin. Cabins.	es 928	Number of nights — Friends or relatives — Rent. accom.	Number of nights (924) — Friends or relatives (925) — Rent. accom. (926) — Cabin. camosite.	tives (23)	Number of nights Friends or relatives Rent. accom.
63) (126							8	
SHOW CALENDAR		Month Date	Month Date	Month 1 Date	-	Month Date	Month Date		Month
59. What day of the month did the trip begin?	630	(12)	(15) (53)	(15) - (05)	630	(15)	(15) (05)	026	0
Lines in summers ins more and autor INTERVIENES. Refer to calendar and enter the day of the week without asking.	d and	Day of the week	Day of the week	Bay of the work	1	Day of this week	Day of Indweed		Bay of the
60. What time did the trip begin?	(FE)(FE)) : 3.m. 	(913) : a.m. (933) :	(93) (93) (93) (93) (93) (93) (93) (93)		: 3.m. 	(132) : : : : : : : : : : : : : : : : : : :	a.m	2) : : : : : : : : : : : : : : : : : : :
61a. Do you know the EXACT distance from where you started to (destination)?	FEG	o 🖂 No Y ES – How many miles?	VES 0 NO	VES . VES	les? (934)	° 1 No YES	(134) o 🗌 No YES-How many miles?		934) o 🗌 No YES-How many miles?
	_		Miles - SKIP to 62	Miles - Skip to 62			SKIP to 62	-	SKIP to 62
61b. APPROXIMATELY how many miles was it?	633	Miles	(935)Mites	(935)Miles	(\$32	Miles	(935) Miles	(1)	Miles (

Household member line number	1 2 RCD T TRIP 930	(33) A-Enter code "Other" - Specify	Dite-solitier	(938) 1 TYES 2 No - Skip to 64	Vehicle number	(€40) ° □ No YES - How many?	Total rumber of persons	a 🗌 Not a household member Household member - Line No.	(43) 0 □ No YES -
ALL STREET	[2 RCD T] TRIP	(1) (0) (0) (0) (0) (0) (0) (0) (0) (0) (0	17 tes 180 - 3ter in 631	(1) 1 Ves z No - Skip to 64	Vehicle number	ea) a 🗆 No YES – How many?	Total number . of persons	• O Not a household member Household member - Line No.	(43) 0 □ N0 YES - What Wh
	TRIP	(93) $- $ $+ $ $\varepsilon_{nier} code ()$	10 Yes 10 - 500 15 578	(1) 1 1 Ves 2 1 No - SkiP to 64	Vehicle number	(440) a 🗆 No Y ES – How many?	Total number of persons (94)	o Not a household member Household member Line No.	(43) 0 □ N0 VES - v What VES - v W W W W VES - v W W W VES - v W VES - v W VES - v W W VES - v W VES -
ERIOD - Continued	2 RCD T SEnter trip TRIP	(€37) ← Enter code "Other" - Specify	E.Yea T.No - Skip in 170	(738) 1 [] Yes 2 [] No - Skip to 64	Vehicle number	(200 0 0 No Y£5 - Mow any?	Total number of persons	o 🗌 Not a household member Household member - Line No.	9(4) 0 No YES Percent Who? 01 the Who? 01 the 04:0 01 the 04:0 01 the 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 01 05:0 02 05:0 03 05:0 03 05:0 03 05:0 03 05:0 03 05:0 03 05:0 03
Section VI - 14-DAY TRAVEL PERIOD - Continued	[2 RCD T] TRIP (936)	(937) (1000 - Enter code	1708 110 + 550P ps 471	(938) 1	Vehicle number	(940) o [] No YES - How many?	Total number of persons	o 🗌 Not a household member Household member - Line No.	(e4) ◦ □ No YES - → # What Who? → percent (e4) → 049 → 5 (e4) → 049 → 5 (e4) → 049 → 5 (e4) → 10 (e4) → 1
Sec	+ 1 2 RCD T TRIP 924	(937) ← Enter code	🗌 Yes 🗍 Nà – Siriit na 67a	(936) 1 □ Yes 2 □ No - SKIP to 64	Vehicle number	(e.d) o 🗌 No YES – How many?	Total number of persons	o 🗌 Not a household member Household member Line No.	9(4) 0 [] No YES what YES YES percent of the Who? 0 [] U 0 [] U 5 9(4) 0 [] U 0 [] U 5 9(5) 0 [] (05) 5 5
	C POH 9	62. What was the main means of transportation used for the trip? (The means used to Itave! the longest distance) (Enter code from NTS-6, page 8)	CHECK Is one of the crides 01-07 entered ITEM K in item 522	63a. Was a household vehicle used?	Ask only if more than 1 webiclo was reported in item 14a for this household b. Which vehicle? (Enter number from item 14b)	64. Were any non-hourschold members in the vehicle?	 Total number of persons in the vehicle - INTERVISIBER - Verity inst the sam of the numbers entered in items 53 and 64 plus the respondent the total number of persons that ware in the vehicle. 	Ask only it respondent was not alone in the venicie. 66a. Who was the principal driver for the trip? (The one who drove for the longest distance)	b. Did anyone share the driving? (Enter the line number(s) of the household member(s).)

Letting and the choice of t	67a. Was a rental vehicle used during this trip?	used during	(e)a) o Mo - Skup to 69 Y ES - For hour matery nultura? Miltes	(934) a () No - Skip no 68 YES - For bom party alles? Miles	(¶546) o ∏ No - SKIP to 60 YES - For how many miles? 	(eite) o [] No - SkuP to ee YES - Fot how many milany 	(956) o [] No - SKIP to 60 YES - Fot how many miles? Miles	(1) o O Actor to de VES - Forkou allas?
B. Uffyram ittin ung den theilting gene and sower server in stand and server server in stand and s	b. Was this an auto or a other type of vehicle	a bruck or scene	(53) 1 Auto 2 Touck 3 Other - Spectry	(93) 1 Auto 2 Truck 3 Other - Specify	(93) : Auto z Tsuck 3 Other - Specify	(*57) 1 Auto 2 Truck 3 OUber - Specify	(\$5) : Auto 2 Truck 3 OUDe! - Specify	(3) t Auto 2 7 Nck 3 01her - Soecry
CIECK Particular CIERC Particular Paritar CIERC <th>1</th> <th>ops other than for od? </th> <th>() 0 () 0 () () () () () () () () () () () () ()</th> <th>S - Haw</th> <th>(958) o 🗌 No YES - Now many? Stops</th> <th>(53) o 🗌 Na YES - How many?</th> <th>Sel) o 🗌 No YES – How many?</th> <th>(SS) a □ No YES - How many?</th>	1	ops other than for od? 	() 0 () 0 () () () () () () () () () () () () ()	S - Haw	(958) o 🗌 No YES - Now many? Stops	(53) o 🗌 Na YES - How many?	Sel) o 🗌 No YES – How many?	(SS) a □ No YES - How many?
Image: State of the state o		the new recorder	C. 1 (cm	Table Parts		Dite.	Din- chine	
	CHECK ITEM #	a ne i recalitate agr i sua scattare		and the second s	1. Tes - welf -	10 Yes - 5111 10	E Martin F	
		an la transie to transie Recent	Allowing the second sec	(14 UC) 5 (01)21 (01)21 (11)21	The - Ser la Manachi Marachi Marachi Marachi The - Jan ratio The - Ser la Marachi The - Ser la Marachi The - Ser la	The second secon	1028.08	
	Notes							
FORM NTS-2 (114-17)								
FORM N15-2 (114-77)								
	FORM NTS-2 (11-8-77)				đ			

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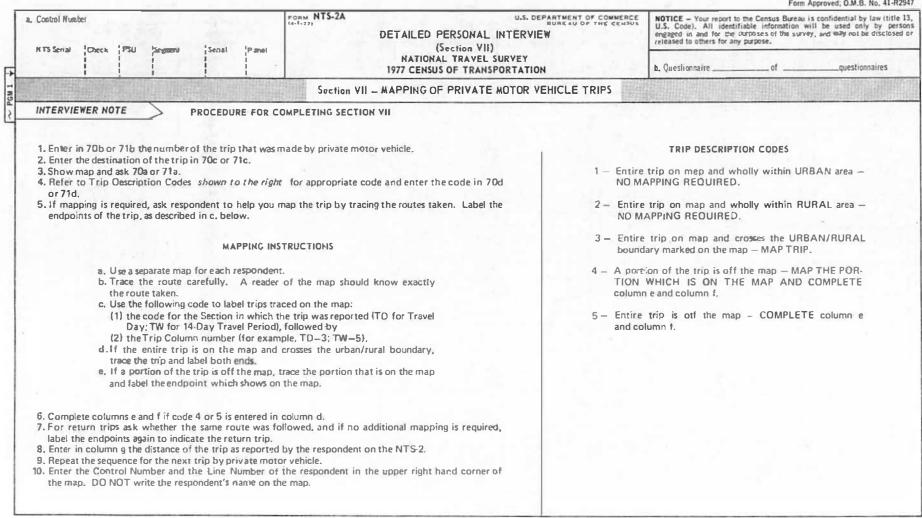
				- lodging -	For how many nights? (Enter number of nights)	(E)	Number									
line number				ASK only if the stop was for lodging code 19 in column (c) -	0 IE		Other - Specify							1		
				45K only i code 19 in	What type of lodging did you stay in? (Erley code //om NTS-0, page ???	(1)			ANTA OF				Net.		a state	
					What you a		r Code					_				
		nation.			is part K - How man umber)		Number	 †		†	+	•	^	+	†	†
		wigh the desti		(in column (g)	fer any non-hourshold members on this part of the trip? If "Yes," ASK - How many? (Enter number)	(k)		Ves -	Yes-+	Yes> 0 No	Yes-	Yes -	Yes - 0 🗌 No	Yes•	Yes →	Yes
		OD st stop thro		17 is ontered	this part mold Wha? mber of nber)		Line No.									
		TRAVEL PERI		ASK only if one of the codes 01-07 is entered in column [g]	Was the driver for this part intertip a household member? If "Yeo," ASK - Who? (Enter line number of household member)	(j)		Ves →	Yes	Ves +	Yes-+	Ves 🔸	Yes→ o 🗌 Na	Yes →> o 🗌 No	Yes →	Yes -+
		IG 14-DAY		SK only it one	It "No," to (h) ASK - Was this a rental vehicle?	(1)		1 Ves 2 No	1 TYes 2 No	1 TYes 2 No	1 🗌 Yes 2 🗌 No	1 🗌 Yes 2 🗌 No	1 TYes 2 No	1 🗌 Yes 2 🗌 No	1 🗌 Yes 2 🗌 No	1 Ves
- Cantinued		DETAILED REPORT OF STOPS DURING 14-DAY TRAVEL PERIOD Number the stops in column (b) consecutively for each trip, from the first stop through the destination.			Was this a house- hold whicle? II.''Yes.'' ASK - Which one? (Enter the number of the whicle from to (1))	(H)	Number	t 🗌 Yes 2 🗌 No	1 🗌 Yesi 2 🗌 No	1 🗌 Yes I 2 🗌 No	1 🗌 Yes	1 TYes	1 🗌 Yes	t T Yes	1 TYes	i 🗌 Yes
EL PERIDD	your trip to (destination).	REPORT 0 stops in colu		What was the means of	transportation for this part (Enter code from NTS-6, pege 8)	(8)	Code									1010
-DAY TRAVEL	our trip to	ETAILED Number the	tem 68.				Line No.	+					H	Ŧ		
Section VI - 14.D			1	Were mry household members on this part of the trip?	If "Yes," ASK – Who? (Enter all line numbers, including respondent.)	(1)	-1	Yes +	Yes -	Yes	Yes	Ves -	Ves -		√ ^{KB3}	+ + +
3	- Now I would like to ask you some questions about each stop you made on	Part B - Enter the trip number in column (a) from Trip Column headings in Part A Ropear the series of questions for each trip.	65. Complete columns (a) through (m) for all trips for which stops were reported in	in what City or place and State was this?	(If this information has aireacy been given, verify)	(e)	City	State	City State	City State	City State	City State	City State	City State	City State	City State
	to ask you some que	mber in column (a) i s of questions for e	rough (m) for all trip	Approximately how nany miles did	ou travel for this part of the trip? (Enter miles)	(p)	Miles					•				
	ow I would like t	Enter the trip nun Repeat the series	e columns (a) thr	What was the main purpose	of the (1st, Next,) stop for our your trip to our your trip to cread destination for each trip)? (Enter code from NTS-6, page 11)	(c)	Code									
	AD - N		Complet	Stop No.	and the second sec	(q)										
	READ		69. 0	Trip No.		(e)		0 WDd			56					

vas tor lodging -	For how many algebra in (Even number of negree)	(11)	Number																					Contraction of the second	Il more columna are needed, une	Booklet MTS-6
A3K only if the stop was for lodging	What type of ladging ald you stay and (E.t.ar come hype NTS-G, page 12)	0	Other - Specify						A THE REAL															in the second se	H are	38
	What tree you star NT		Code																							
	t ow many? v)		Number																					and the second		VIEW.
n. coumm (g)	Were any non-household moders on this part of the trip? If "Yes," ASK - Now many? (Enter number)	(k)		Ves>	0 [] No	Var		Var. 1	0 No	Vac	0 [] No		1 00 I		0 W	¥03	0 No	1	0	Y03+	0 100	A PAN	a 140			the. END INTERVIEW.
a management of	its part old he? ber of er)		Line No.															1						Concession of the		an block
// summing it printing of the 10 means and in the star if fire the	Was the defiver for this part is the trip a boarshold meaber? If "Yest," ASK - Who? If "inter the number of household member)	3		Yes	ON DO	1	0 M 0	VA PAY	ON DO	1	ON O		0 W 0			Yes - +	o No	4 892	o No	Yes	o No	4	ON	North States and State	100 A	TS-2A) member, If Last reusehold member ₄
an autor to Entry to	2	(1)		1 TYES	2 100	1 Vac	2 [No	+ 11 Var	2 No	1 Vae	2 0 No		2 No	- Tives	2 0 No	1	2 No	. ["TV	2 00	-	z 🗌 No		2 No		0a	and household i
	Was this a heurse- haid which? If "Yea," ASK - Which one T Enter one T forter he mumber for the which from the (1))	(4)	Number	1 TYPES	2 0 No.	T Nex	a No		7 No	. Var	Z No		2 No		Z No	i Yes	z No		2 No	1 7 Yes	2 NO	· mi ver	z No		Y 05 No - Return to 69a	Ye3 - Consults section VII, (NTS-EA) No - Intertieur neur household member.
mans of the	transportation for this part of the trip? (Enter code from NTS-5, page 8)	(8)	Code																					-	• • •	0
ald members w trip? - Who? r numbers, condent),							-		ł								T								And and	
		(1)		Yes -	o 🗌 No	Var		VAC N	0 110	VAL	0 0 100		0 100	4 10	0 No	Yes-b	0 II No	Var	o 🗌 No	Yes	o 🗌 No		o No]	an 63?	\$ 01-07)?
la what City or place, W and State was this? or ((f) thus information has already been prede, verify)		(e)													E				E		E				ops reported in ite	on VI, Itam 62 -
and St	(if the particular of the part		City State		State		State	City	State	City	State	City	State	City	State	City	State	CHY	aterie	City	F	City	State		tor all sh	and moti
many miles did	(En	(p)	Miles																						Has Part B been congleted for all stops reported in item 53?	Refer to anotion V, item 30 and onotion VI, item 62 - Were AAV Itips reported by private water whiche (codes 01-01)?
main purpose) stop p to ination ination ip)? Code Code	(c)	Code																						Has Part	Reneration and Theready
No.		(q)												T										1	CHECK ITEM 0	CHECK ITEM P
No.		(e)				-								-										1	00	0 =

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Form Approved; O.M.B. No. 41-R2947



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Part A	- TRAVEL DAY TRIP	S BY PRIVATE A	NOTOR VEHICLE						Household m Line number	ember
CHECK	Refer to Section V,	item 39, for each	trip reported for this household member.	1						
ITEM Q	Is one of the codes vehicle) in ANY of	01-07 entered fo the Trip Columns	r means of transportation (private motor ?	. –			rt A for e k Item S.	och trip.		
R.		u about the trips	yau have reported that were made by private motor ve	hicle on Tra	vel Day	,				
SHOW MAP										
			bogon and whore it ended. 2b for first Travel Day trip and to item 47 for all othe	er Travel Day	y trips.)					
Travel Day trip number	Destination	Trip description code	(Ask only if code 4 or 5 is entered in column What main routes did you follow to (Allow respondent to refer to Road Atlas.	_?	0	FFICE U	SE	(Ask only if code 4 or 5 is entered in c Through what cities and States did yes Include the origin and destination of t	he trip.	Enter distance from NTS-2, item 37
b.	с.	d.	с,		Total	Urban	Rurat	(Allow respondent to refer to Road At	las.)	9.
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CHECK ITEM R	Have you asked 70a (codes 01-07) as re (Be sure to include	eported in NTS-2.	ay trips made by private motor vehicle item 39? 175-4)		5 – Go to – Return					

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Pert E	3 - 14-DAY TRAVEL P	ERIOD TRIPS BY	PRIVATE MOTOR VEHICLE						
CHECK ITEM S	Is one of the codes	Refer to Section VI, item 62, for each trip reparted for this household member. Is one of the codes 01-07 entered for means of transportation (private motor vehicle) in ANY of the Trip Columns?					xt house	reach trip. hold member. INTERVIEW.	
READ -	Now I'm going to ask y	you about the trips	you have reported that were made by private motor	vehicle during :	the 14	Day Tre	ovel Peri	od,	<u> </u>
	show me on this map wh destination for each tr				-				
Travel Period trip number	Destination	Trip description code	(Ask only if code 4 or 5 is entered in column What moin routes did you follow to (Allow respondent to refer to Road Atlas.	.?	OFFICE USE		SE	(Ask only if code 4 or 5 is entered in column d.) Through what cities and States did you travel? Include the origin and destination of the trip. (Allow respondent to refer to Road Atlas.)	Enter distance from NTS-2 item 61a or 61b
ь.	<u>c.</u>	d	e		Total	Urban	Rutal	<u> </u>	<u>ę.</u>
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	+	<u> </u>						· · · · · · · · · · · · · · · · · · ·	
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CHECK ITEM T				YES - Interview next household member. If last member, END INTERVIEW. ND - Return to 71 a					
FORM NTS-2A 14		-							

Appendix C. 1977 NPTS Record Layout and Documentation

SEGMENT #1: HOUSEHOLD RECORD

PAGE 1

COVE	R PAGE,	GASOLINE	EXPENSE, INCOME, AVAILABIL	ITY OF PUBLIC TRANSPORTATION
FIEL	LENGTH	SOURCE Code	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
1-6	6	•	HOUSEHOLD SERIAL NUMBER (Assigned by Census)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (Assigned by Census)	(BLANK, 1-9)
8-9	2.		(MONTH IN WHICH THE Interview Was Conducted. Assigned by Bureau of The Census Transcription Clerk)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (Assigned by Census)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (Assigned by census)	(0001-9999)
17	1		SEGMENT NUMBER	(1)
18-19	2		TRAVEL DAY MONTH (From Questionaire)	(01-12) (SEE COLUMNS 8-9 FOR CODES)
20-21	2		TRAVEL DAY (Day of the month for Which the travel was Reported)	(01-14)
	•	202	PLACE OF RESIDENCE	
22	1		CENSUS URBAN/RURAL (Place of Residence)	(1-2) 1 - URBAN 2 - RURAL

SEGMENT #	1: HOUS	EHOLD RE	CORD	PAGE 2
COVE	R PAGE,	GASOLINE	EXPENSE, INCOME, AVAILABI	LITY OF PUBLIC TRANSPORTATION
FIEL	D	SOURCE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
23	1		STANDARD METROPOLITAN Statistical Area (SMSA)	 (0-3) 0 - IN AN SMSA OUTSIDE A CENTRAL CITY 1 - IN AN SMSA INSIDE A CENTRAL CITY 2 - OUTSIDE AN SMSA, POPULATION < 5,000 3 - OUTSIDE AN SMSA, POPULATION > 5,000
24-27	4 2		SMSA CODE	(BLANK, 0720, 1600, 6280) 0720 - Baltimore SMSA 1600 - Chicago SMSA 6280 - Pittsburg SMSA Blank - All Others
28	1		SMSA POPULATION GROUP	(BLANK, 0-5) 0 - UNDER 100,000 1 - 100,000-249,999 2 - 250,000-499,999 3 - 500,000-999,999 4 - 1,000,000-2,999,999 5 - 3,000,000 OVER BLAHK - NOT APPLICABLE
29-30	2	203	TYPE OF STRUCTURE	(01-06, 99) 01 - SINGLE FAMILY DETACHED 02 - SINGLE FAMILY ATTACHED TO 1 OR MORE STRUCTURES 03 - SINGLE FAMILY TRAILER OR MOBILE HOME 04 - MULTI-FAMILY 2-4 UNITS 05 - MULTI-FAMILY OVER 4 UNITS 06 - OTHER 99 - NO ANSWER
31-32	2	204	RESPONDENTS LINE NUMBER	(01-25)

IENT #1: HOUSEHOLD RECORD

PAGE 3

COVER PAGE, GASOLINE EXPEN &, INCOME, AVAILABILITY OF PUBLIC TRANSPORTATION

FIELD		EQUACE		WALVE DANCE AND CODES
TION	LENGTH	SOURCE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
3}- -35	3		FILLER	(BLANK)
-35 -36 -53	18	211	TYPE Z - NON-INTERVIEWED Persons (multiple entries) Left Justified, blank Filled, each entry 2 Characters) (9 fields)	(BLANK, 01-25) ,
-55 -55	2	212		$\begin{array}{llllllllllllllllllllllllllllllllllll$
5 54	1		ALLOCATION CODE (INCOME)	(0-1) 0 - Data was reported 1 - Data was allocated
5/- -58 - - 51-	2	213	NUMBER OF TRAVEL DAY Trips reported by the Household	(0-45)
-60` `GL~	2	214	NUMBER OF TRAVEL PERIOD Trips reported by the Household	· (0-36)
-62 63 1	2	215	NUMBER OF VEHICLES Available for use by the Household	(0-20)
-67	5	401	MONTHLY GASOLINE EXPENSE (Dollars)	(BLANK, 0-9999, 89999, 99999) 89999 - DID NOT KNOW 99999 - NO ANSWER BLANK - NOT APPLICABLE

SEGMENT #1: HOUSEHOLD RECORD

PAGE 4

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		GASOLINE		LITY OF PUBLIC TRANSPORTATION
FIE		SOURCE		VALUE RANGE AND CODES
LOCATION	L ENGTH	CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
68-69	-		(P.T.) AVAILABILITY	77 TU ANGWER
70-71	2	403		(BLANK, 01-04, 89, 99) 01 - LESS THAN 1/4 MILE 02 - 1/4 TO 1/2 MILE 03 - 1/2 TO 1 MILE 04 - 1 TO 2 MILES 89 - DID NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE
72-73	2	404		(BLANK, 01-05, 99) 01 - BUS 02 - TRAIN 03 - STREETCAR 04 - SUBWAY/ELEVATED RAIL 05 - OTHER 99 - NO ANSWER BLANK - NOT APPLICABLE
74-75	2	405	NEAREST POINT TO FREEWAY, Tollway, or expressway	(01-04, 89, 99) 01 - LESS THAN 1 MILE 02 - 1-2 MILES 03 - MORE THAN 2 BUT LESS THAN 5 MILES 04 - 5 MILES OR MORE 89 - DID NOT KNOW 99 - NO ANSWER
76-79	4	406	DISTANCE TO NEAREST Intercity bus terminal (Miles)	(0000, 1-998, 0999, 8999, 9999) 0000 - LESS THAN 1/2 MILE 0999 - NONE AVAILABLE 8999 - DID NOT KNOW 9999 - NO ANSWER
80-83	4	407		(0000, 1-998, 0999, 8999, 9999) 0000 - Less Than 1/2 Mile 0999 - None Available 8999 - Did Not Know

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- 8999 - DID NOT KNOW 9999 - NO ANSWER

		1: HOUS	EHOLD REC	CORD	PAGE 5
	COVE	R PAGE,	GASOLINE	EXPENSE, INCOME, AVAILABILI	TY OF PUBLIC TRANSPORTATION
ć	FIEL LOCATION		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
•	84-87	4	408	AIRPORT (MILES)	(0000, 1-998, 0999, 8999, 9999) 0000 - LESS THAN 1/2 MILE 0999 - NONE AVAILABLE 8999 - DID NOT KNOW 9999 - NO ANSWER
	88-89	2		NUMPER OF SEGMENT #2 Records for this Household (Household Members and their Characteristics.)	(0-18)
	90-91	2		NUMBER OF SEGMENT #3 Records for this Household (Household Vehicle Characteristics)	(0-20)
	92-93	2	•	NUMBER OF SEGMENT #4 Records for this Household (occupation and Travel to work data)	(0-16)
	94-96	3		NUMBER OF SEGMENT #5 Records for this Household (travel day Trip data)	(0-45)
	. 97-99	3		NUMBER OF SEGMENT #6 Records for this Household (14-day travel Period trip data)	(0-36)
•	100-102	3		NUMBER OF SEGMENT #7 Records for this Household (14-day travel Period stop data)	(0-40)
•				WEIGHT FACTORS	
	103-114	12		BASIC HOUSEHOLD WEIGHT (BW(PSU)) (Assigned by Census)	(NUMERIC)
	1 15 - 126	12		FINAL HOUSEHOLD WEIGHT (Wo) (Assigned by Census)	(NUMERIC)
	127-160	34		FILLER	(BLANK)

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PAGE 1

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SEGMENT #2: HOUSEHOLD MEMBER CHARACTERISTICS PAGE						
FIEL Location	D LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)		
1-6	6		HOUSEHOLD SERIAL NUMBER (Assigned by Census)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)		
7	• 1		ADDITIONAL UNIT (Assigned by census)	(BLANK, 1-9)		
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED. Assigned by Bureau of The Census Transcrip- Tion Clerk)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER		
10-12	3		BATCH NUMBER (Assigned by Census)	(001-999)		
13-16	4		WORK UNIT SEQUENCE NUMBER (Assigned by Census)	(0001-9999)		
17	1		SEGMENT NUMBER	(2)		
18-19	2	•	NUMBER OF SEGMENT #2 Records for the Household	(1-18)		
20-21	2		SEGMENT SEQUENCE NUMBER In the Household	(1-18)		
22-23	2	83 3	HOUSEHOLD MEMBER LINE Number	(1-25)		
24	1	CC9B	RELATIONSHIP TO HEAD OF Household	(1-6) 1 - HEAD OF HOUSEHOLD 2 - WIFE 3 - UNMARRIED CHILD 4 - OTHER RELATIVE 5 - PARTNER 6 - OTHER NONRELATIVE		

. FIEL	.D			
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
25-27	3	CC 12	·AGE	(000, 1-99) 000 - Less Than 1 year
28.	1		ALLOCATION CODE (AGE)	(0-1) 0 - Data Was Reported 1 - Data Was Allocated
29	1	CC 13	MARITAL STATUS	(BLANK, 1-5) 1 - MARRIED 2 - WIDOWED 3 - DIVORCED 4 - SEPARATED 5 - NEVER MARRIED BLANK - NOT APPLICABLE
30	1		ALLOCATION CODE (MARITAL Status)	(BLANK, 0-1) 0 — Data Was Reported 1 — Data Was Allocated Blank — Data Not Coded
31	1	CC 14	SEX	(1-2) 1 - MALE 2 - FEMALE
32	1		ALLOCATION CODE (SEX)	(0-1) 0 - Data Was Reported 1 - Data Was Allocated
33	1	CÇ 15	RACE	(1-3) 1 — WHITE 2 — Black 3 — Other
34	1		ALLOCATION CODE (RACE)	(0-1) 0 - Data Was Reported 1 - Data Was Allocated

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SEGMENT #2: HOUSEHOLD MEMBER CHARACTERISTICS						
FIEL Location	L ENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)		
35-36	2	CC 16	ORIGIN OR DESCENT	(01-17, 20-23, 30, 31) 01 - GERMAN 02 - ITALIAN 03 - IRISH 04 - FRENCH 05 - POLISH 06 - RUSSIAN 07 - ENGLISH 08 - SCOTTISH 09 - WELSH 10 - MEXICAN-AMERICAN 11 - CHICANO 12 - MEXICAN-AMERICAN 13 - MEXICANO 14 - PUERTO RICAN 15 - CUBAN 16 - CENTRAL OR SOUTH AMERICAN 17 - OTHER SPANISH 20 - NEGRO 21 - BLACK 22 - AMERICAN INDIAN OR ALASKAN NATIVE 23 - ASIAN OR PACIFIC ISLANDER 30 - OTHER 31 - DID NOT KNOW		
37	1		ALLOCATION CODE (ORIGIN or descent)	(0-1) 0 - Data was reported 1 - Data was allocated		

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FIELD				PAGE 4		
LOCATION	LENGTH	SOURCE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)		
38-39	2	CC 17 A	HIGHEST GRADE ATTENDED	(BLANK, 00, 11-18, 21-24, 31-36)		
	•			00 - KINDERGARTEN OR NEVER ATTENDED SCHOOL 11 - ELEMENTARY GRADE 1 12 - ELEMENTARY GRADE 2 13 - ELEMENTARY GRADE 3 14 - ELEMENTARY GRADE 4 15 - ELEMENTARY GRADE 4 15 - ELEMENTARY GRADE 5 16 - ELEMENTARY GRADE 6 17 - ELEMENTARY GRADE 6 17 - ELEMENTARY GRADE 7 18 - ELEMENTARY GRADE 7 18 - ELEMENTARY GRADE 8 21 - HIGH SCHOOL GRADE 9 22 - HIGH SCHOOL GRADE 10 23 - HIGH SCHOOL GRADE 11 24 - HIGH SCHOOL GRADE 11 24 - HIGH SCHOOL GRADE 12 31 - COLLEGE FIRST YEAR 32 - COLLEGE FIRST YEAR 33 - COLLEGE FOURTH YEAR 35 - COLLEGE FIFTH YEAR 36 - COLLEGE SIXTH YEAR BLANK - NOT APPLICABLE		
40	1		ALLOCATION CODE (HIGHEST Grade Attended)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Allocated Blank - Data Not Coded		
41	1	CC 17 B	GRADE COMPLETED	(BLANK, 1-2) 1 - Grade Was Completed 2 - Grade Was Not Completed Blank - Not Applicable		
42	1		ALLOCATION CODE (GRADE Completed)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Allocated Blank - Data Not Coded		
43	1	CC 18	ARMED FORCES	(BLANK, 1-2) 1 - YES 2 - No Blank - Not Applicable		
44	1		ALLOCATION CODE (ARMED Forces)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Allocated Blank - Data Not Coded [.]		

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SEGMENT	2º HOUS	EHOLD ME	PAGE 5				
FIEL	DESCRIPTION SOURCE		SOURCE		ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)	
			WEIGHTING FACTORS				
45-56	. 12		BASIC HOUSEHOLD WEIGHT (BW(PSU)) (Assigned by Census)	(NUMERIC)			
57-68	12		PERSON WEIGHT (Assigned by Census)	(NUMERIC)			
69-80	12 ·		FILLER	(BLANK)			

	SEGMENT #	3: VEHI	CLE CHAR	ACTERISTICS INFORMATION	PAGE 1	
	FIELD					
	LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)	
;	1-6	6		HOUSEHOLD SERIAL NUMBER (Assigned by Census)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)	
ĩ	7	1		ADDITIONAL UNIT (Assigned by Census)	(BLANK, 1-9)	
	8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED, Assigned by Bureau OF The Census Transcription Clerk)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER	
	10-12	3		BATCH NUMBER (Assigned by Census)	(001-999)	
	13-16	4		WORK UNIT SEQUENCE NUMBER (Assigned by Census)	(0001-9999)	
	17	1		SEGMENT NUMBER	(3)	
	18-19	2		NUMBER OF SEGMENT #3 Records for the Household	(0-20)	
	20-21	2		SEGMENT SEQUENCE NUMBER In the Household	(0-20)	
	22-23	2	2 15B	VEHICLE NUMBER	(0-20)	
-	24-26	3	2 15C		(001-012, 999) 001 - AUTOMOBILE 002 - STATION WAGON 003 - VANBUS/MINIBUS 004 - OTHER VAN 005 - Pickup Truck 006 - Pickup With Camper 007 - Other Truck 008 - Motorized Camper 009 - Taxi 010 - Motorcycle 011 - Motorized Bicycle 012 - Other	

012 - OTHER 999 - NO ANSWER

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SEGMENT			ACTERISTICS INFORMATION	PAGE 2
FIEL	LENGTH	SOURCE Code	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
27-29	3	2 15D	MODEL YEAR	(BLANK, 30-78, 999) 999 - No Answer Blank - Not Applicable
30	1		EDIT CODE (MODEL Year)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - Data Not Coded
31-32	2	2 15F	AUTOMATIC TRANSMISSION	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
33-35	3	2 15G	NUMBER OF CYLINDERS	(BLANK, 1-8, 12, 16, 021, 999) 021 - Rotary 999 - No Answer Blank - Not Applicable
36-37	2	2 15H	AIR CONDITIONED	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
38-39	2	2151	VEHICLE OWNERSHIP	(01-05, 99) 01 - OWNED BY A MEMBER OF The Household 02 - Company Owned 03 - Leased 04 - Rental 05 - Other 99 - No Answer
40-41	2	2 15 J	VEHICLE PURCHASED NEW OR USED	(BLANK, 01-02, 99) 01 - New 02 - Used 99 - No Answer Blank - Not Applicable

· FIELD				
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
42-43	2	215K	MONTH IN WHICH VEHICLE Was purchased	(BLANK, 01-12, 99) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER 99 - NO ANSWER BLANK - NOT APPLICABLE
44-45	2	215K	YEAR IN WHICH VEHICLE Was purchased	(BLANK, 30-78, 99) 99 - No Answer Blank - Not Applicable
46	1		EDIT CODE (DATE Purchased) (Month and Year)	(0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - Data Not Coded
47-48	2	215L	VEHICLE USED 4 OR MORE Times a month to go to Work	(01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER
49-50	2	215M	VEHICLE USED ALL OR PART Of the way to work	(BLANK, 01-02, 99) 01 - All The Way 02 - Part of The Way 99 - No Answer Blank - Not Applicable
51-57	7	215N	MILES VEHICLE WAS USED IN Last 12 months (or from Date of purchase IF Less Than 12 months) (miles)	(0-999999, 9999999) 9999999 - NO ANSWER

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	CTERISTICS INFORMATION	PAGE 4
FIELD		VALUE RANGE AND CODES
Location Length	ITEM DESCRIPTION	(Range in Parenthesis)

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NOTE: THE FOLLOWING VEHICLE CHARACTERISTICS WERE ALLOCATED BY THE FEDERAL Highway administration based on the make and model of the automobile. Weights are in hundreds of pounds and mile per gallon figures are coded to the nearest mile. (These fields are zero-filled if the information Was not available)

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58-60	3	CURB WEIGHT	(000, 1-999)
61-63	3	SHIPPING WEIGHT	(000, 1-999)
64-66	3	INERTIA WEIGHT	(000, 1-999)
67-68	2	IMPORT/DOMESTIC CODE	(00, 01-02) 01 - Domestic 02 - Imported
69-70	2	CITY MILES PER GALLON	(00, 1-99)
71-72	2	HIGHWAY MILES PER GALLON	(00, 1-99)
73-74	2	COMBINED MILES PER GALLON	(00, 1-99)
75-80	6	FILLER	(BLANK)

SEGMENT	4 = 0CCU	PATION A	ND TRAVEL TO WORK	PAGE 1
FIEL				
LOCATION	LENGTN	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
- 1-6	6		HOUSEHOLD SERIAL NUMBER (Assigned by Census)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
- 7	- 1		ADDITIONAL UNIT (Assigned by Census)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED, Assigned by Bureau of The Census Transcription Clerk)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (Assigned by Census)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (Assigned by Census)	(0001-9999)
17	1		Segment number	(4)
18-19	2		NUMBER OF SEGMENT 4 Records in the Household	(1-16)
20-21	2		SEGMENT SEQUENCE NUMBER In the Household	(1- 16)
- 22-23	2	50 1	HOUSEHOLD MEMBER LINE Number	(1-25)
24-25	2	50Ż	DOING MOST OF LAST WEEK	(01-08, 99) 01 - WORKING 02 - HAVE A JOB, BUT NOT AT WORK 03 - LOOKING FOR WORK 04 - KEEPING HOUSE 05 - GOING TO SCHOOL 06 - UNABLE TO WORK 07 - RETIRED 08 - OTHER

99 - NO ANSWER

	4: OCCU	PATION A	ND TRAVEL TO WORK	PAGE 2
. FIEL	D	60000E		
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
26-27	2	503	WORK AT ALL LAST WEEK	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
28-29	2	504	HAVE JOB BUT ABSENT OR Laid off last week	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - WORKED PART OF WEEK
30-33	4	505	KIND OF BUSINESS OR Industry	(BLANK, 0000-0999, 9999) SEE APPENDIX E FOR THE Definition of census codes 0000 - census does not know 9999 - no answer Blank - not applicable
34	1		EDIT CODE (KIND OF Business)	(BLANK, 0-1) 0 — DATA WAS REPORTED 1 — DATA WAS EDITED Blank — DATA NOT CODED
35-38	4	506	TYPE OF WORK (OCCUPATION)	(BLANK, 0000-0999, 9999) See Appendix D for the Definition of census codes 9999 - NO Answer Blank - Does not work
39	1		EDIT CODE (TYPE OF Work)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - Data Not Coded
40-41	2	507	WORKING FOR WHOM	<pre>(BLANK, 01-05, 08, 99) 01 - PRIVATE COMPANY 02 - GOVERNMENT (FEDERAL, STATE, LOCAL) 03 - SELF-EMPLOYED (INCORPORATED) 04 - SELF-EMPLOYED (NOT INCORPORATED) 05 - WORKING WITHOUT PAY IN FAMILY BUSINESS/FARM 08 - CENSUS DOES NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE</pre>
42	1		EDIT CODE (WHOM/WHAT Working For)	(BLANK, 0-1) 0 — Data Was Reported 1 — Data Was Edited Blank — Data Not Coded

		PATION A	ND TRAVEL TO WORK	PAGE 3
FIEL	-	SOURCE Code	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
43-45	3	508	PRINCIPAL MEANS OF TRANSPORTATION TO WORK	<pre>(BLANK, 001-019, 099, 999) 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK/OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 009 - TRAIN 010 - STREETCAR 011 - ELEVATED RAIL OR SUBWAY 012 - AIRPLANE 013 - TAXI (COMMERCIAL USE) 014 - TRUCK (COMMERCIAL USE) 015 - BICYCLE 016 - WALK 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE 019 - OTHER 099 - WORK AT HOME 999 - NO ANSWER ELANK - NOT APPLICABLE</pre>
46-48	3	509	NUMBER OF PERSONS IN Carpool/Vanpool (Including Household Member)	(BLANK, 000, 002-020, 999) 000 - Do Not Pool 999 - No Answer Blank - Not Applicable
49	1		EDIT CODE (NUMBER OF PERSONS IN CARPOOL/ VanPool)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - Data Not Coded
- 50-52	3	510	TOTAL NUMBER OF HOUSEHOLD Members in Pool	(BLANK, 001-020, 999) 999 - No Answer Blank - Not Applicable
53	1		EDIT CODE (NUMBER Of Other Household Members in Pool)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - Data Not Coded

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SEGMENT	4: OCCU		PAGE 4	
FIEL	-			
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
54-55	2	511	DRIVING/RIDING ARRANGE- Ment	(BLANK, 01-03, 99) 01 - Share Driving 02 - Drive Others Only 03 - Ride Only 99 - No Answer Blank - Not Applicable
56-58	3	· 512	REASON FOR NOT POOLING	<pre>(BLANK, 001-011, 999) 001 - IRREGULAR OR UNUSUAL WORK HOURS 002 - IRREGULAR WORK LOCATION 003 - NEED CAR FOR WORK OR ERRANDS 004 - OUT OF MY WAY TO PICK UP PEOPLE 005 - RIDERS ARE NOT DEPENDABLE AND REQUIRE EXTRA WAITING 006 - PREFER TO HAVE CAR AVAILABLE FOR EMERGENCIES, ERRANDS OR OVERTIME WORK 007 - LIKE PRIVACY 008 - DON'T KNOW OF ANYONE TO RIDE WITH 009 - DON'T TRUST OTHERS' DRIVING 010 - JUST DON'T WANT TO CALL OTHERS ABOUT CARPOOLING 011 - OTHER 999 - NO ANSWER</pre>
59-60	2	5 13	CHANGED PRINCIPLE MEANS Of transportation to work in last year	BLANK - NOT APPLICABLE (BLANK, 01-04, 99) 01 - YES 02 - NO 03 - DID NOT WORK LAST YEAR 04 - WORKED AT HOME LAST YEAR 99 - NO ANSWER BLANK - NOT APPLICABLE
61	1	5 14	REASON(S) FOR CHANGE (Entries Indicator)	(BLANK, 1, 9) 1 — Entries Coded (Below) 9 — No Answer Blank — Not Applicable

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SEGMENT		PATION A	PAGE 5	
FIEL		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
62-67	6	514	REASON(S) FOR CHANGE (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, Each Entry 1 Character) (6 FIELDS)	(BLANK, 1-6) 1 - CHANGE OF RESIDENCE 2 - CHANGE OF JOB LOCATION 3 - PREVIOUS MEANS WAS UNSATISFACTORY 4 - PREVIOUS MEANS WAS NOT AVAILABLE 5 - PUBLIC TRANSPORTATION BECAME AVAILABLE 6 - OTHER
68-70	3	515	PRINCIPLE MEANS OF Transporation before Change	(BLANK, 001-019, 099, 999) Same Codes as "Principle Means of transportation To Work" (Cols 43-45)
71-73	3	516	NUMBER OF PERSONS IN Previous carpool/vanpool (Including Household Member)	(BLANK, 000, 002-020, 999) 000 - NOT IN A POOL 999 - NO ANSWER BLANK - NOT APPLICABLE
74	1		EDIT CODE (NUMBER Of Persons in Previous Carpool/Vanpool)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - Data Not Coded
75-77	3	517	TOTAL NUMBER OF HOUSEHOLD Members in previous pool	(BLANK, 001-020, 999) 999 - No Answer Blank - Not Applicable
78	1		EDIT CODE (TOTAL Number of Household Members in Previous Pool)	(BLANK, 0-1) 0 — DATA WAS REPORTED 1 — DATA WAS EDITED Blank — DATA NOT CODED
79-80	2	518	DRIVING/RIDING ARRANGE- Ment in previous carpool	(BLANK, 01-03, 99) 01 - Shared Driving 02 - Drove Others Only 03 - Rode Only 99 - No Answer Blank - Not Applicable
81-84	4	519	ONE WAY DISTANCE FROM Home to work (Miles)	(BLANK, 0000, 1-998, 0999, 9999) 0000 - LESS THAN 1/2 MILE 0999 - No Fixed place of work 9999 - No Answer Blank - Not Applicable
85-88	4	520	TIME IT TAKES TO GET FROM Home to work (Minutes)	(BLANK, 1-999, 9999) 9999 - No Answer Blank - Not Applicable

SEGMENT #	4: OCCU	PATION A	NO TRAVEL TO WORK	PAGE 6
FIEL	-	COURCE		
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
89-90	2	521	LICENSED DRIVER	(BLANK, 01-02) 01 - YES 02 - No Blank - Not Ap p licable
91	1		ALLOCATION CODE (LICENSED Driver)	(BLANK, 0-1) 0 - DATA WAS REPORTED 1 - DATA WAS ALLOCATED BLANK - DATA NOT CODED
92-98	7	522	ANNUAL MILEAGE DRIVEN (MILES) (THOUSANDS OF MILES)	(BLANK, 0-999999, 9999999) 9999999 - NO ANSWER Blank - Not Applicable
99-101	3	523	TYPE OF MOTORIZED VEHICLE Driven as essential part of work	(BLANK, 000-008, 013-014, 017-019, 999) 000 - NONE USED 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK, OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 013 - TAXI (COMMERCIAL USE) 014 - TRUCK (COMMERCIAL USE) 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE 019 - OTHER 999 - NO ANSWER BLANK - NOT APPLICABLE
102-106	5	524	MILES DRIVEN AS PART OF Work on travel day	(BLANK, 00000, 1-1500, 99999) 00000 - DID NOT DRIVE 99999 - NO ANSWER BLANK - NOT APPLICABLE
107	1		EDIT CODE (MILES Driven as part of work on travel day)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - Data Not Coded

SEGMENT	4: OCCU	PATION A	ND TRAVEL TO WORK	PAGE 7
FIEL Location		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
108-112	5	525	MILES DRIVEN AS PART OF Work on average work day	(BLANK, 00000, 1-1500, 9999) 00000 - DO NOT DRIVE 99999 - NO ANSWER BLANK - NOT APPLICABLE
1 13	1		EDIT CODE (MILES Driven as part of work on average work day)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - Data Not Coded
114-115	2	526	NUMBER OF DAYS A WEEK Drive as part of work	(BLANK, 1-7, 99) 99 — No An swer Blank — Not Applicable
			CODES 527 THROUGH 531 ARE 1 CH 1978). FOR QUARTERS 1-3	
116-118	3	527	NUMBER OF WORK-RELATED Stops on travel day	(BLANK, 0-99, 999) 999 — NO ANSWER Blank — Not Applicable
119-123	5	528	LONGEST DISTANCE BETWEEN Two consecutive work- Related stops	(BLANK, 00000, 1-9999, 99999) 00000 - LESS THAN 1/2 MILE 99999 - NO ANSWER BLANK - NOT APPLICABLE
124-125	2	529	ANY TRAVEL WITHIN MAP Area	(BLANK, 01-02, 99) 01 - NO 02 - YES 99 - NO ANSWER BLANK - NOT APPLICABLE
126-127	2	530	WAS ANY TRAVEL WITHIN The Urban Boundaries Shown on the Map?	(BLANK, 01-02, 99) 01 - NO 02 - YES 99 - No Answer Blank - Not Applicable
128 - 131	4	531	URBAN MILEAGE DRIVEN	(BLANK, 0000, 1-999, 9999) 0000 - LESS THAN 1/2 MILE 9999 - NO ANSWER BLANK - NOT APPLICABLE
132-133	2	532	ANY TRAVEL DAY TRIPS NOT Reported?	(BLANK, 01-02, 99) 01 - YES 02 - No 99 - No Answer Blank - Not Applicable

FIEL	-			
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
134-135	2	533	STATUS OF TRAVEL DAY TRIP Information	(BLANK, 02, 08, 09, 99) 02 - NO TRAVEL DAY TRIPS 08 - Member Refused to give Any informaton 09 - Status of travel day Trips not known 99 - NO Answer
136-137	2	•	FILLER	(BLANK)
138	1	801	REASON(S) FOR USING Public transportation (Entries indicator)	(BLANK, 1, 9) 1 - Entries Coded (Belgw) 9 - No Answer Blank - Not Applicable
139-145	7	801	REASON(S) FOR USING PUBLIC TRANSPORTATION (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 1 CHARACTER) (7 FIELDS)	(BLANK, 1-7) 1 - NO DRIVERS LICENSE 2 - NO CAR AVAILABLE 3 - CHEAPER THAN AUTO 4 - NO PARKING PROBLEMS 5 - NO DRIVING STRAIN 6 - FASTER THAN AUTO 7 - OTHER BLANK - NOT APPLICABLE
146 - 147	2	802	FOR ANY TRIPS WHICH USED Public transportation Could they have been made Without using P.T.	01 - YES
148	1	803	REASONS FOR NOT Not Using Public Transportation (Entries Indicator)	(BLANK, 1, 9) 1 — Entries Coded 9 — No Answer Blank — Not Applicable

SEGMENT	4: 0CCU	PATION A	PAGE 9	
FIEL Location	D L ENGTH	SOURCE CODE		VALUE RANGE AND CODES (Range in parenthesis)
* 149-174 -	26	803	REASONS FOR NOT USING PUBLIC TRANSPORTATION (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS) (13 FIELDS)	(BLANK, 11-23) 11 - NONE AVAILABLE 12 - SCHEDULE INCONVENIENT 13 - LOCATION INCONVENIENT 14 - TOO MANY TRANSFERS 15 - TOO EXPENSIVE 16 - TAKES TOO LONG 17 - PREFERRED TO USE CAR 18 - NEED AUTO FOR WORK 19 - HAD TOO MUCH TO CARRY 20 - PHYSICAL AND/OR MENTAL IMPAIRMENT 21 - NOT FAMILIAR WITH TRANSIT SYSTEM 22 - WASN'T TRAVELLING FAR ENOUGH 23 - OTHER BLANK - NOT APPLICABLE
175-176	2	804	TOTAL NUMBER OF TRAVEL Day trips	(BLANK, 0-40) Blank — Not Applicable
177-178	2	60 <i>5</i>	TOTAL NUMBER OF TRIPS 75 Miles or more during Travel Period	(BLANK, 0-40, 89) 89 - Do Not Know Blank - Not Applicable
179-180	2	806	TOTAL NUMBER OF STOPOVERS (Number of Segment 7 Records for This Person)	(BLANK, 0-40) Blank - Not Applicable
181-200	20		FILLER	(BLANK)

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FIEL			· ·	
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
1-6	6		HOUSEHOLD SERIAL NUMBER (ASSIGNED BY CENSUS)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (Assigned by Census)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED. Assigned by Bureau of The Census Transcription Clerk.)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (Assigned by Census)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (Assigned by Census)	(0001-9999)
17	1		SEGMENT NUMBER	(5)
18-19	2		NUMBER OF SEGMENT 5 Records for respondent	(1-40)
20-21	2		SEGMENT 5 TRIP SEQUENCE Number for respondent	(1-40)
22-23	2	CC8	RESPONDENT LINE NUMBER	(1-25)
24-25	2	601	TRIP NUMBER	(1-40)
26-27	2	602	TRAVEL DAY DATE (day of the month)	(1- 14)
28-29	2	603	DID THE TRIP BEGIN AT Home?	(01-02) 01 - YES 02 - No

SEGMENT #5: TRAVEL DAY TRIP DATA

PAGE 1

SEGMENT #5: TRAVEL DAY TRIP DATA				PAGE 2		
FIEL LOCATION	L ENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)		
• 30-32	3	604	MAIN REASON FOR BEING AWAY FROM HOME WHEN THE TRIP BEGAN	<pre>(BLANK, 001-021, 999) 001 - AT WORK 002 - WORK-RELATED BUSINESS 003 - CONVENTION 004 - CIVIC/EDUCATION/ RELIGIOUS 005 - EAT MEAL 006 - DOCTOR OR DENTIST 007 - SHOPPING 008 - FAMILY OR PERSONAL BUSINESS 009 - VISIT FRIENDS OR RELATIVES 010 - PLEASURE DRIVING 011 - SIGHTSEEING 012 - ENTERTAINMENT 013 - RECREATION (PARTICIPANT) 014 - VACATION 015 - CHANGE OF VEHICLE WITHOUT CHANGE OF MODE 016 - CHANGE MODE OF TRANSPORTATION 017 - PICK UP OR LEAVE OFF PASSENGERS 018 - RETURN HOME 019 - LODGING (OVERNIGHT) 020 - SOCIAL 021 - OTHER 999 - NO ANSWER BLANK - NOT APPLICABLE</pre>		
33-34	2	605	TYPE OF PLACE WHERE TRIP Began (SMSA/NON-SMSA)	(BLANK, 00-03, 99) 00 - IN SMSA (OUTSIDE CENTRAL CITY) 01 - IN SMSA (INSIDE CENTRAL CITY) 02 - OUTSIDE SMSA (POPULATION LESS THAN 5,000) 03 - OUTSIDE SMSA (POPULATION 5,000 OR MORE) 99 - NO ANSWER BLANK - NOT APPLICABLE		

SEGMENT	5: TRAV	EL DAY T	PAGE 3	
FIEL	D LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
35-36	2		SMSA POPULATION SIZE Group (IF SC605 Above IS Coded 00 or 01).	(BLANK, 00-05, 99) 00 - UNDER 100,000 01 - 100,000-249,999 02 - 250,000-499,999 03 - 500,000-999,999 04 - 1,000,000-2,999,999 05 - 3,000,00 AND OVER 99 - NO ANSWER BLANK - NOT APPLICABLE
37-41	5	606	TIME TRIP STARTED (A.M.)	(BLANK, 00100-01259, 99999) 99999 - No Answer Blank - Look At P.M. Field
42	1		EDIT CODE (TIME TRIF STARTED (A.M.)	(BLANK, 0-1) 0 — Data Was Reported 1 — Data Was Edited Blank — No Data Coded
43-47	5	607	TIME TRIP STARTED (P.M.)	(BLANK, 00100-01259, 99999) 99999 - NO ANSWER Blank - Look at A.M. Field
48	1		EDIT CODE (TIME TRIP STARTED (P.M.))	(BLANK, 0-1) 0 — Data Was Reported 1 — Data Was Edited Blank — No Data Coded

FIEL	-			
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
49-51	3	608	MAIN REASON FOR TAKING THIS TRIP (TRIP PURPOSE)	<pre>(001-021, 999) 001 - TO WORK 002 - WORK-RELATED BUSINESS 003 - CONVENTION 004 - CIVIC/EDUCATION/ RELIGIOUS 005 - EAT MEAL 006 - DOCTOR OR DENTIST 007 - SHOPPING 008 - FAMILY OR PERSONAL BUSINESS 009 - VISIT FRIENDS OR RELATIVES 010 - PLEASURE DRIVING 011 - SIGHTSEEING 012 - ENTERTAINMENT 013 - RECREATION (PARTICIPANT) 014 - VACATION 015 - CHANGE OF VEHICLE WITHOUT CHANGE OF MODE 016 - CHANGE MODE OF TRANSPORTATION 017 - PICK UP OR LEAVE OFF PASSENGERS 018 - RETURN HOME 019 - LODGING (OVERNIGHT) 020 - SOCIAL 021 - OTHER 999 - NO ANSWER</pre>
52	1	609	ANY OTHER HOUSEHOLD Members on Trip	(0-1) 0 - NO 1 - YES, OTHERS
53-76	24	610- 621	LINE NUMBERS OF OTHER Household members on the Trip (multiple entries, Left Justified, Blank Filled, Each entry 2 Characters)	(BLANK, 01-25)
77-81	5	622 .	TOTAL DISTANCE TO Destination (Miles)	(00000, 1-9999, 99999) 00000 - LESS THAN 1/2 MILE 99999 - NO ANSWER
82-86	5	623	LENGTH OF TIME TO REACH Destination (minutes)	(00000, 1-1440, 99999) 00000 - Less Than 30 Seconds 99999 - No Answer

FIEL	.D		RIP DATA	PAGE 5
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
87-89	3	624	MAIN MEANS (MODE) OF Transportation on Trip	(001-019, 999) 001 - Automobile 002 - Vanbus/Minibus 003 - Pickup Truck/Other
				VAN 004 – Other Truck (Personal USE)
	•			005 - MOTORCYCLE 006 - Self-Contained
			•	RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 009 - TRAIN 010 - STREETCAR 011 - ELEVATED RAIL OR
			·	SUBWAY 012 - Airplane 013 - Taxi (commercial USE)
	•			014 - TRUCK (COMMERCIAL USE)
		·		015 - BICYCLE 016 - WALK 017 - School BUS 018 - Motorized Bicycle (moped)
				019 - OTHER 999 - No Answer
90-91	2	625	WAS A HOUSEHOLD VEHICLE Used for the trip	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
92-94	3	626	LINE NUMBER OF VEHICLE USED	(BLANK, 1-25, 999) 999 - No Answer Blank - Not Applicable
95-97	3	627	NUMBER OF NON-HOUSEHOLD Members on trip	(BLANK, 000, 1-24, 999) 000 - None 999 - No Answer Blank - Not Applicable
98	1		EDIT CODE (NON- Household members on Trip)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - No Data Coded

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SEGMENT \$5: TRAVEL DAY TRIP DATA FIELD VALUE RANGE AND CODES (RANGE IN PARENTHESIS) SOURCE ____ LENGTH ITEM DESCRIPTION LOCATION CODE (BLANK, 1-25, 999) TOTAL NUMBER OF PERSONS 99-101 3 628 999 - NO ANSWER Blank - Not Applicable IN THE VEHICLE EDIT CODE (TOTAL Number of Persons in the (BLANK, 0-1) 0 — DATA WAS REPORTED 1 — DATA WAS EDITED 102 1 VEHICLE) BLANK - NO DATA CODED (BLANK, 000, 001-025, 999) 000 - Driver Was Not A Household Member 103-105 3 629 HOUSEHOLD MEMBER LINE NUMBER OF DRIVER ON THE TRIP 999 - NO ANSWER BLANK - NOT APPLICABLE 702 SHARE DRIVING (BLANK, 0-1) 106 1 (THIS QUESTION WAS NOT ASKED IF THE TRIP WAS LESS THAN 25 MILES) 0 - NO 1 - YES **BLANK - NOT APPLICABLE** HOUSEHOLD MEMBERS WHO Shared the Driving 20 703-(BLANK, 01-25) 107-126 712 (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY CONSISTS OF: 2 CHARACTERS - HOUSEHOLD MEMBER LINE NUMBER, AND 2 CHARACTERS - PERCENT OF THE DRIVING SHARED) (10 FIELDS, 5 ENTRIES) DID NON-HOUSEHOLD MEMBERS 713 127 1 (BLANK, 0) SHARE DRIVING 0 - YES BLANK -NO OR NOT APPLICABLE 2 PERCENT OF DRIVING SHARED 128-129 714 (BLANK, 1-99) BY NON-HOUSEHOLD MEMBERS **BLANK - DID NOT SHARE WITH**

PAGE 6

MEMBER OR NOT APPLICABLE

SEGMENT #5: TRAVEL DAY TRIP DATA				
FIEL		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
130-132	2	7 15	WHERE DID YOU PARK WHEN You got to your Destination	(BLANK, 001-012, 999) 001 - Space Provided by Employer 002 - Space Provided by Store or Business Visited (Excluding
			· ·	EMPLOYEE PARKING) 003 - FRINGE PARKING FOR BUS OR CARPOOL (Excluding Shopping)
			· .	CENTERS) 004 - ON STREET 005 - Commercial Parking Lot or garage
				006 - TENANT PARKING FOR Apartments 007 - School Parking Lot 008 - Off-Street Space At A Private Residence
				009 - CHURCH PARKING LOT 010 - DID NOT PARK 011 - D0 NOT KNOW 012 - Other 999 - No Answer Blank - Not Applicable
133-134	2	716	WAS THE REASON YOU WERE Able to park there Because of: Carpool, Membership, Minimum Purchase, Physical Disability, Job Status or Another Similar Reason	(BLANK, 00-05, 99) 00 - NO 01 - CARPOOL 02 - MINIMUM PURCHASE 03 - PHYSICAL DISABILITY 04 - JOB STATUS 05 - OTHER 99 - NO ANSWER BLANK - NOT APPLICABLE
135-13 <u>6</u>	2	7 17	WAS PARKING FREE	(BLANK, 00, 99) 00 - Parking Was Free 99 - Either Parking Was Not Free or No Answer Blank - Not Applicable
137 - 142	6	7 18	TOTAL AMOUNT PAID FOR Parking (Cents)	(BLANK, 1-99999, 999999) 999999 - NO ANSWER Blank - Not Applicable

	5: TRAVE	L DAY T	RIP DATA	PAGE 8
FIEL		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
143-144	2	7 19	REASON FOR MISSING Parking Cost Information	(BLANK, 09, 89, 99) 09 - FEE PREVIOUSLY Reported on Another Household Trip 89 - Do Not Know 99 - No Answer Blank - Not Applicable
BY		INT PAID	FOR PARKING. IF ANY FIELD	TO THE TIME PERIOD COVERED Is Blank, the Question Was L be coded with a valid time period.
145-147	3	720	MINUTE(S)	(BLANK, 01-99)
148-150	3	721	HOUR(S)	(BLANK, 01-99)
151-153	3	722	DAY(S)	(BLANK, 01-99)
154-156	3	723	WEEK (S)	(BLANK, 01-99)
157-159	3	724	MONTH(S)	(BLANK, 01-99)
160-161	2	725	REASON FOR MISSING TIME Period information	(BLANK, 89, 99) 89 — Do Not Know 99 — No Answer Blank — Not Applicable
162-163	2	726	FOR TRIPS WHICH DID NOT USE PUBLIC TRANSPORTATION: Was public transportation Available	(BLANK, 01-02, 89, 99) 01 - YES 02 - NO 89 - DO NOT KNOW 99 - NO ANSWER BLANK - NOT APPLICABLE
164-165	2	727	WAS THIS BUS Transportation	(BLANK, 01-02, 99) 01 - YES 02 - No 99 - No Answer Blank - Not Applicable
166-167	2	728	DO YOU KNOW THE BUS Schedule	(BLANK, 01-02, 99) 01 - YES 02 - No 99 - No Answer Blank - Not Applicable
168-169	2	729	FOR TRIPS WHICH DID USE Public transportation: If You had driven, would Parking have been free	(BLANK, 01-02, 89, 99) 01 - YES 02 - No 89 - Do Not Know 99 - No Answer Blank - Not Applicable

SEGMENT #5: TRAVEL DAY TRIP DATA PAGE 9				
	ENGTH CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)	
170–171	2 730	WAS ANY PART OF THIS TRIP Within the central Business district	(BLANK, 01-02, 89, 99) 01 - YES 02 - NO 89 - Do Not Know 99 - No Answer Blank - Not Applicable	
ADMI HAD	NISTRATION. Traced the r	FORMATION WAS SUPPLIED BY THE The data was taken from maps dute used for the trip. The d in tenths of a mile.	ON WHICH THE RESPONDENT	
172-173	2	TRIP DESCRIPTION CODE	(01-05, 89, 99) 01 - Entire Trip on Map and Wholly Within Urban Area	
			02 - ENTIRE TRIP ON MAP AND WHOLLY WITNIN RURAL	
	•	•	AREA 03 - ENTIRE TRIP ON MAP AND CROSSES AN URBAN/RURAL	
			BOUNDARY 04 - A PORTION OF THE TRIP IS OFF THE MAP 05 - ENTIRE TRIP IS OFF THE MAP	
			89 - DO NOT KNOW 99 - No Answer	
174-179	6	RURAL VMT (Pop: 5,000-49,999) (Tenths of a mile)	(BLANK, 000000, 1-69999, 899999) 000000 - Less Than 0.1 Mile 899999 - Do Not Know Blank - Not Applicable	
180-184	5	URBAN VMT (Pop: 5,000-49,999) (Tenths of a mile)	(BLANK, 00000, 1-9999, 89999) 00000 - Less Than 0.1 Mile 89999 - Do Not Know Blank - Not Applicable	
185-189	5	URBAN VMT (POP: 50,000-199,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE	
190-194	5	URBAN VMT (Pop: 200,000-999,999) (Tenths of a mile)	(BLANK, 00000, 1-9999, 89999) 00000 - Less Than 0.1 Mile 89999 - Do Not Know Blank - Not Applicable	

SEGMENT #5: TRAVEL DAY TRIP DATA . PAGE				
FIEL	D LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
195-199	5		URBAN VMT (POP: 1,000,000 AND OVER) (Tenths of a mile)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - Do Not Know Blank - Not Applicable
200-204	5		HOME URBAN VMT (Tenths of a mile)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
205	1		HOME URBAN SIZE CODE	(BLANK, 2-5) 2 - 5,000-49,999 3 - 50,000-199,999 4 - 200,000-999,999 5 - 1,000,000 AND OVER BLANK - NOT APPLICABLE
206	1		ORIGIN-DESTINATION CODE	(BLANK, 1-6, 9) 1 - URBAN/URBAN/URBAN 2 - RURAL/RURAL/RURAL 3 - URBAN/RURAL/URBAN 4 - RURAL/URBAN/RURAL 5 - URBAN/RURAL 6 - RURAL/URBAN 9 - NO ANSWER
207	1		BORDER CROSSING CODE	01 - NO, INFORMATION 02 - YES, INFORMATION 03 - NO, NO INFORMATION 04 - YES, NO INFORMATION
208-219	12		BASIC HOUSEHOLD WEIGHT (BW(PSU))	(NUMERIC)
220 - 375 -	156		PERSON TRIP WEIGHTS (MULTIPLE ENTRIES, LEFT Justified, blank filled, Each Entry 12 Characters) (13 FIELDS)	(NUMERIC)
376-387	12		HOUSEHOLD TRIP WEIGHT (Wo)	(NUMERIC)

SEGMENT #5: TRAVEL DAY TRIP DATA PAGE					
FIELD	LENGTH	OURCE Code Item Description	VALUE RANGE AND CODES (Range in Parenthesis)		
NOTE: THE FOLLOWING CODES WERE ADDED BY THE FEDERAL HIGHWAY ADMINISTRATION SO That tables could be built which would correspond to data collected in The 1969-70 nationwide personal transportation study (NPTS).					
388-390	3	NPTS 1969-70 TRIP Code	PURPOSE (000-011, 999) 000 - TRIP SHOULD BE LINKED WITH TRIP NUMBER SHOWN IN TRIP LINKING CODE (BELOW) 001 - TO WORK 002 - BUSINESS OTHER THAN WORK 003 - SHOPPING 004 - OTHER FAMILY OR PERSONAL BUSINESS 005 - TO SCHOOL OR CHURCH 006 - TO DOCTOR OR DENTIST 007 - VACATION 008 - VISIT FRIENDS OR RELATIVES 009 - PLEASURE DRIVING 010 - OTHER SOCIAL OR RECREATIONAL 011 - OTHER 999 - NO ANSWER		
391-393	3	TRIP LINKING CODE Number to Which t Should be linked) (trip number, col	HIS TRIP 000 - TRIP STANDS ALONE AND Should not be linked to		
394-400	7	FILLER	(BLANK)		

	SEGMENT 8	6: TRAV	EL PERIO	D TRIP DATA	PAGE 1		
	FIELD						
	LOCATION	LENGTH	SOURCE Code	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)		
•	1-6	6		HOUSEHOLD SERIAL NUMBER (Assigned by Census)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)		
	7	1		ADDITIONAL UNIT (Assigned by Census)	(BLANK, 1-9)		
	8 -9	2		INTERVIEW MONTH (MOMIH IN WHICH THE Interview WAS Conducted. Assigned by Bureau of The Census Transcription Clerk)	03 - MARCH 04 - APRIL 05 - May 06 - June 07 - July 08 - August		
		• •		•	09 - SEPTEMBER 10 - October 11 - November 12 - December		
	10-12	3		BATCH NUMBER (Assigned by Census)	. (001-999)		
	13-16	4		WORK UNIT SEQUENCE NUMBER (Assigned by Census)	(0001-9999)		
	17	1		SEGMENT NUMBER	(6)		
	18-19	2		NUMBER OF SEGMENT 6 Records for respondent	(1-40)		
•	20-21	2		SEGMENT 6 TRIP SEQUENCE Number for respondent	(1-40)		
	22-23	2	501	RESPONDENT LINE NUMBER	(1-25)		
-	24-25	2	901	TRIP NUMBER	(1-40)		
	26-27	2	902	TYPE OF PLACE AT Destination (SmSa/ Non-SmSa)	<pre>(00-03, 99) 00 - IN SMSA (OUTSIDE CENTRAL CITY) 01 - IN SMSA (INSIDE CENTRAL CITY) 02 - OUTSIDE SMSA (POPULATION LESS THAN 5,000) 03 - OUTSIDE SMSA (POPULATION 5,000 OR MORE) 99 - NO ANSWER</pre>		

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PAGE 1

SEGMENT	86: TRAV	EL PERIO	D.TRIP DATA	PAGE 2
FIE		SOURCE Code	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
28-29	2		SMSA POPULATION SIZE Group (IF SC902 Above IS Coded 00 or 01)	(BLANK, 00-05, 99) 00 - UNDER 100,000 01 - 100,000-249,999 02 - 250,000-499,999 03 - 500,000-999,999 04 - 1,000,000-2,999,999 05 - 3,000,000 AND OVER 99 - NO ANSWER BLANK - NOT APPLICABLE
30	1	903	ANY OTHER HOUSEHOLD Members on Trip	(O-Ì) O - NO OTHERS I - YES, OTHERS
31-54	24	904- 915	LINE NUMBERS OF OTHER Household members on the TRIP (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS) (12 FIELDS)	(BLANK, 1-25)
55-57	3	917	MAIN REASON FOR TAKING THIS TRIP (TRIP PURPOSE)	<pre>(001-021, 999) 001 - TO WORK 002 - WORK-RELATED BUSINESS 003 - CONVENTION 004 - CIVIC/EDUCATION/ RELIGIOUS 005 - EAT MEAL 006 - DOCTOR OR DENTIST 007 - SHOPPING 008 - FAMILY OR PERSONAL BUSINESS 009 - VISIT FRIENDS OR RELATIVES 010 - PLEASURE DRIVING 011 - SIGHTSEEING 012 - ENTERTAINMENT 013 - RECREATION (PARTICIPANT) 014 - VACATION 015 - CHANGE OF VEHICLE WITHOUT CHANGE OF MODE 016 - CHANGE MODE OF TRANSPORTATION 017 - PICK UP OR LEAVE OFF PASSENGERS 018 - RETURN HOME 019 - LODGING (OVERNIGHT) 020 - SOCIAL 021 - OTHER 999 - NO ANSWER</pre>

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		EL PERIO	D TRIP DATA	PAGE 3
FIEL LOCATION	-	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
58-59	2	918	WEEKEND TRIP	(01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER
60-61	2	919	DID THE TRIP BEGIN AT Home?	(01, 02) 01 - YES 02 - NO
62-63	2	920	TYPES OF PLACE WHERE TRIP Began (Smsa/Non-Smsa)	 (BLANK, 00-03) 00 - IN SMSA (OUTSIDE CENTRAL CITY) 01 - IN SMSA (INSIDE CENTRAL CITY) 02 - OUTSIDE SMSA (POPULATION LESS THAN 5,000) 03 - OUTSIDE SMSA POPULATION 5,000 OR MORE) BLANK - TRIP BEGAN AT HOME
64-65	2		SMSA POPULATION SIZE Group (IF SC920 Above IS Coded 00 or 01)	(BLANK, 00-05, 99) 00 - UNDER 100,000 01 - 100,000-249,999 02 - 250,000-499,999 03 - 500,000-999,999 04 - 1,000,000-2,999,999 05 - 3,000,000 AND OVER 99 - NOT IN AN SMSA BLANK - TRIP BEGAN AT HOME OR NOT APPLICABLE
66-68	3	921	NIGHTS SPENT AWAY FROM Home enroute to Destination	(000, 1-099, 999) 000 - None 999 - No Answer
69	1		EDIT CODE (NIGHTS Enroute)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited
70-71	3	922	NIGHTS SPENT AT Destination	(BLANK, 000, 1-99, 999) 000 - None 999 - No Answer Blank - Not Applicable
72	1		EDIT CODE (NIGHTS Spent at destination)	(BLANK, 0-1) 0 — Data Was Reported 1 — Data Was Allocated Blank — No Data Coded

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	6: TRAV	EL PERIO	D TRIP DATA	PAGE 4
FIEL	D			
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
74	1	923	ENTRIES INDICATOR	1 - ENTRIES CODED (BELOW) 9 - NO ANSWER BLANK - NOT APPLICABLE
75-80	· 6	923	TYPE(S) OF LODGING (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 1 CHARACTER) (6 FIELDS)	(BLANK, 1-6) 1 - FRIENDS OR RELATIVES 2 - RENTAL ACCOMODATION 3 - OWN CABIN, CAMPSITE, VACATION HOME 4 - PUBLIC CAMPGROUND 5 - COMMERCIAL CAMPGROUND 6 - OTHER
81-83	3	924	NIGHTS SPENT WITH FRIENDS OR RELATIVES	(BLANK, 1-99, 999) 999 - None Blank - Not Applicable
84	1.	•	EDIT CODE (NIGHTS Spent with Friends or Relatives)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank- No Data Coded
85-87	3	925	NIGHTS SPENT AT RENTAL Accommodations	(BLANK, 1-99, 999) 999 - None Blank - Not Applicable
88	1		EDIT CODE (NIGHTS At rental accommodations)	
89-91	3	926	NIGHTS SPENT AT OWN Cabin, campsite, vacation Home	(BLANK, 1-99, 999) 999 — None Blank — Not Applicable
92	1		EDIT CODE (NIGHTS At Cabin, Campsite, Vacation Home)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - No Data Coded
93-95	3	927	NIGHTS SPENT IN PUBLIC Campground	(BLANK, 1-99, 999) 999 — None Blank — Not Applicable
96	1		EDIT CODE (NIGHTS At Public Campground)	(BLANK, 0–1) 0 – Data Was Reported 1 – Data Was Edited Blank – No Data Coded

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		EL PERIO	D TRIP DATA	PAGE 5
FIEL		JUUKUL	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
97-99	3	928		(BLANK, 1-99, 999) 999 - None Blank - Not Applicable
100	1		EDIT CODE (NIGHTS AT Commercial Campground)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - No Data Coded
101-103	3	929	THAN THE ABOVE	(BLANK, 1-99, 999) 999 - None Blank - Not Applicable
104	1		EDIT CODE (NIGHTS At other)	(BLANK, 0-1) 0 — DATA WAS REPORTED 1 — DATA WAS EDITED Blank — No Data Coded
105	· 1		FILLER	(BLANK)
106-107	2	930	MONTH IN WHICH THE TRIP Began	(01-12, 99) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER 99 - NO ANSWER
108-109	2	931	DAY OF THE MONTH on which The Trip Began	(1-31, 99) 99 - No Answer
110	1		EDIT CODE (DATE ON Which Trip Began)	(0-1) 0 - Data was reported 1 - Data was edited
111-112	2		DAY OF THE WEEK ON WHICH The Trip Began	(01-07, 99) 01 - SUNDAY 02 - Monday 03 - Tuesday 04 - Wednesday 05 - Thursday 06 - Friday

07 - SATURDAY 99 - NO ANSWER

FIEL		EL FERIU	D TRIP DATA	PAGE 6
LOCATION		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
111-117	5	932	TIME TRIP BEGAN A.M.	(BLANK, 00100-01259, 99999) 99999 - NO ANSWER BLANK - SEE P.M. TIME
118	1	•	EDIT CODE (A.M. Time trip began)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - No Data Coded
1 19- 123	5	933	TIME TRIP BEGAN P.M.	(BLANK, 00100-01259, 99999) 99999 - NO ANSWER Blank - SEE A.M. TIME
124	1		EDIT CODE (P.M. Time Trip Began)	(BLANK, 0-1) 0 - Data Was Reported 1 - Data Was Edited Blank - No Data Coded
125-129	5	934	EXACT TRIP DISTANCE	(00000, 1-9999, 99999) 00000 - Do Not Know 99999 - No Answer
130-134	5	935	APPROXIMATE TRIP DISTANCE	(BLANK, 1-9999, 99999) 99999 - NO ANSWER Blank - Not Applicable
1 35-137	3	937	MAIN MEANS (MODE) OF TRANSPORTATION	<pre>(001-019, 999) 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK/OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 009 - TRAIN 010 - STREETCAR 011 - ELEVATED RAIL OR SUBWAY 012 - AIRPLANE 013 - TAXI (COMMERCIAL USE) 014 - TRUCK (COMMERCIAL USE) 015 - BICYCLE 016 - WALK 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE (MOPED) 019 - OTHER 999 - NO ANSWER</pre>

	6: TRAV	EL PERIO	D TRIP DATA	PAGE 7
FIEL	DLENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
138-139	-	938	WAS A HOUSEHOLD VEHICLE USED FOR THE TRIP	(BLANK, 01-02, 99) 01 - YES 02 - NO 99 - NO ANSWER BLANK - NOT APPLICABLE
140-142	2	939	LINÉ NUMBER OF VEHICLE	(BLANK, 001-025, 999) 999 - No Answer Blank - Not Applicable
143-145	3.	941	NUMBER OF NON-HOUSEHOLD Members on TRIP	(BLANK, 000, 001-024, 999) 000 - None 999 - No Answer Blank - Not Applicable
146	1		EDIT CODE (NON- Household members on Trip)	(BLANK, 0-1) 0 — Data Was Reported 1 — Data Was Edited Blank — No Data Coded
147-149	3	941	TOTAL NUMBER OF PERSONS In the vehicle	(BLANK, 001-025, 999) 999 - No Answer Blank - Not Applicable
150	1	·	EDIT CODE (TOTAL Persons in Vehicle)	(BLANK, 0-1) 0 — Data Was Reported 1 — Data Was Edited Blank — No Data Coded
15 1- 153	3	942	LINE NUMBER OF PRINCIPAL Driver on the trip	(BLANK, 000, 001-025, 999) 000 - Driver Was Not A Household Member 999 - No Answer Blank - Not Applicable
154	1	943	ANYONE SHARE DRIVING	(0-1) 0 - NO ONE SHARED DRIVING 1 - YES Blank - Not Applicable
155-174	20	944- 953	HOUSEHOLD MEMBERS WHO SHARED THE DRIVING (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY CONSISTS OF: 2 CHARACTERS - HOUSEHOLD MEMBER LINE NUMBER, AND 2 CHARACTERS - PERCENT OF THE DRIVING SHARED) (10 FIELDS, 5 ENTRIES)	(BLANK, 01-25)

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SEGMENT	16: TRAVI	EL PERIO	D TRIP DATA	PAGE 8
FIE		SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
175	1	954	DID NON-HOUSEHOLD MEMBERS Share driving	(BLANK, 0) 0 - YES Blank - No or Not Applicable
176-177	2	. 955	PERCENT DRIVING BY Non-Household members	(BLANK, 01-99) Blank — Not Applicable
178-182	5	956	MILES DRIVEN IN A RENTAL Vehicle	(00000, 1-9999, 99999) 00000 - NO RENTAL VEHICLE USED ON THIS TRIP 99999 - NO ANSWER
183	1		EDIT CODE (RENTAL Vehicle Mileage)	(0-1) 0 - Data was reported 1 - Data was edited
184-185	2	957	TYPE OF RENTAL VEHICLE	(BLANK, 01-03, 99) 01 - AUTO 02 - TRUCK 03 - OTHER 99 - NO ANSWER BLANK - NOT APPLICABLE
186-188	3	958	NUMBER OF STOPS DURING Trip	(0-40, 999) 999 — NO ANSWER
A	DMINISTRAT	TION. T The Rou	RMATION WAS SUPPLIED BY THE He data was taken from maps TE USED for the trip. The In tenths of a mile.	
189-190	2		TRIP DESCRIPTION CODE	 (01-05, 89, 99) 01 - ENTIRE TRIP ON MAP AND WHOLLY WITHIN URBAN AREA 02 - ENTIRE TRIP ON MAP AND WHOLLY WITHIN RURAL AREA 03 - ENTIRE TRIP ON MAP AND CROSSES AN URBAN/RURAL BOUNDARY 04 - A PORTION OF THE TRIP IS OFF THE MAP 05 - ENTIRE TRIP IS OFF THE MAP 89 - DO NOT KNOW 99 - NO ANSWER
191-196	6		RURAL VMT (POP: 5,000-49,999) (TENTHS OF A MILE)	(BLANK, 000000, 1-69999, 899999) 000000 - LESS THAN 0.1 MILE 899999 - DO NOT KNOW BLANK - NOT APPLICABLE

SEGMENT	6: TRAV	EL PERIO	D TRIP DATA	PAGE 9
FIEL	D Length	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
197-201	5		URBAN VMT (POP: 5,000-49,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - Less Than 0.1 Mile 89999 - Do Not Know Blank - Not Applicable
202-206	5		URBAN VMT (POP: 50,000-199.999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
207-211	5		URBAN VMT (POP: 200,000-999,999) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
212-216	5		URBAN VMT (POP: 1,000,000 AND OVER) (TENTHS OF A MILE)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
217-221	5		HOME URBAN VMT (Tenths of a mile)	(BLANK, 00000, 1-9999, 89999) 00000 - LESS THAN 0.1 MILE 89999 - DO NOT KNOW BLANK - NOT APPLICABLE
222	1		HOME URBAN SIZE CODE	(BLANK, 2-5) 2 - 5,000-49,999 3 - 50,000-199,999 4 - 200,000-999,999 5 - 1,000,000 AND OVER BLANK - NOT APPLICABLE
223	1		ORIGIN-DESTINATION CODE	(BLANK, 1-6, 9) 1 - URBAN/URBAN/URBAN 2 - RURAL/RURAL/RURAL 3 - URBAN/RURAL/URBAN 4 - RURAL/URBAN/RURAL 5 - URBAN/RURAL 6 - RURAL/URBAN 9 - NO ANSWER BLANK - NOT APPLICABLE
224	1		BORDER CROSSING CODE	(BLANK, 1-4) 1 - NO, INFORMATION 2 - YES, INFORMATION 3 - NO, NO INFORMATION 4 - YES, NO INFORMATION BLANK - NOT APPLICABLE

SEGMENT #6	: TRAVEL PERIO	DD TRIP DATA	PAGE 10
FIELD	LENGTH CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
225-231	7.	PICADAD MILEAGE COMPUTED By census	(0000000-0999999, 9999999) 0000000 - Not Computed 9999999 - No Answer
232-243	12	BASIC HOUSEHOLD WEIGHT . BW(PSU)	(NUMERIC)
244-399	156	PERSON TRIP WEIGHTS (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 12 CHARACTERS) (13 FIELDS)	(NUMERIC)
400-411	12	HOUSEHOLD TRIP WEIGHT (Wo)	(NUMERIC)
THA	T TABLES COULD	ES WERE ADDED BY THE FEDERAL Be built which would corres wwide personal transportatio	POND TO DATA COLLECTED IN
412-414	3	NPTS 1969-70 TRIP PURPOSE Code	<pre>(000-011, 999) 000 - TRIP SHOULD BE LINKED WITH TRIP NUMBER SHOWN IN TRIP LINKING CODE (BELOW) 001 - TO WORK 002 - BUSINESS OTHER THAN WORK 003 - SHOPPING 004 - OTHER FAMILY OR PERSONAL BUSINESS 005 - TO SCHOOL OR CHURCH 006 - TO DOCTOR OR DENTIST 007 - VACATION 008 - VISIT FRIENDS OR RELATIVES 009 - PLEASURE DRIVING 010 - OTHER SOCIAL OR RECREATIONAL 011 - OTHER 999 - NO ANSWER</pre>
15-4 17	3	TRIP LINKING CODE (TRIP Number to which this trip Should be linked) (Trip number, cols 24-25)	(000, 1-40) 000 - TRIP STANDS ALONE AND Should not be linked to Any other TRIP
18-440	23	FILLER	(BLANK)

SEGMENT	7: 14 D	AY TRAVE	L PERIOD STOPS	PAGE 1
FIEL	D			
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
1-6	6		HOUSEHOLD SERIAL NUMBER (Assigned by Census)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (Assigned by Census)	(BLANK, 1-9)
8-9	2		INTERVIEW MONTH (MONTH IN WHICH THE INTERVIEW WAS CONDUCTED. Assigned by Bureau of The Census transcription Clerk)	(01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER
10-12	3		BATCH NUMBER (Assigned by Census)	(001-999)
13-16	4		WORK UNIT SEQUENCE NUMBER (Assigned by Census)	(0001-9999)
17	·		SEGMENT NUMBER	(7)
18-19	2		NUMBER OF SEGMENT 7 Records for respondent	(01-40)
20-21	2		SEGMENT 7 STOP SEQUENCE Number for respondent	(01-40)
22-23	2	833	HOUSEHOLD MEMBER LINE Number	(01-25)
24-25	2	69A (901)	TRIP NUMBER	(01-40)
26-27	2	6 93	STOP NUMBER	(01-40)

FIEL		AT IRAVE	L PERIOD STOPS	PAGE 2
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
28-30	3	690	MAIN REASON FOR MAKING This stop (Stop Purpose)	(001-021, 999) 001 - TO WORK 002 - WORK-RELATED BUSINESS 003 - CONVENTION 004 - CIVIC/EDUCATION/ RELIGIOUS
·				005 - EAT MEAL 006 - Doctor Dentist 007 - Shopping 008 - Family or Personal
				BUSINESS 009 - VISITING FRIENDS OR Relatives
			· · ·	010 - PLEASURE DRIVING 011 - Sightseeing 012 - Entertainment 013 - Recreation
				(PARTICIPANT) 014 - VACATION 015 - Change of Vehicle Without Change of Mode
				016 - CHANGE MODE OF Transportation
				017 - PICK UP OR LEAVE OFF PASSENGERS
				018 - RETURN HOME 019 - Lodging (overnight) 020 - Social 021 - Other 999 - No Answer
31-35	5	6 9D	MILES TRAVELED THIS Part of trip	(0-9999, 99999) 99999 - No Answer
36-37	2	69E	TYPE OF PLACE WHERE STOP Occured (SmSa/Non-SmSa)	(00-03, 99) 00 - IN SMSA (OUTSIDE
				CENTRAL CITY) 01 - In Smsa (Inside
				CENTRAL CITY) 02 - Outside SMSA (population less than
				5,000) 03 - OUTSIDE SMSA (Population 5,000 or More)
				99 - NO ANSWER

FIEL	D			
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
38-39	2	69E	SMSA POPULATION SIZE Group (only if preceding Field is coded 00 or 01)	(BLANK, 00-05, 99) 00 - UNDER 100,000 01 - 100,000-249,999 02 - 250,000-499,999 03 - 500,000-999,999 04 - 1,000,000-2,999,999 05 - 3,000,000 AND OVER 99 - NO ANSWER BLANK - NOT APPLICABLE
40-63	24	69F	HOUSEHOLD MEMBERS ON THIS PART OF TRIP (LINE NUMBERS) (MULTIPLE ENTRIES, LEFT JUSTIFIED, BLANK FILLED, EACH ENTRY 2 CHARACTERS)	(01-12)
64-66	3	69G	MEANS (MODE) OF TRANSPORTATION ON THIS PART OF TRIP	<pre>(001-019, 999) 001 - AUTOMOBILE 002 - VANBUS/MINIBUS 003 - PICKUP TRUCK/OTHER VAN 004 - OTHER TRUCK (PERSONAL USE) 005 - MOTORCYCLE 006 - SELF-CONTAINED RECREATIONAL VEHICLE 007 - TAXI (PERSONAL USE) 008 - BUS 009 - TRAIN 010 - STREETCAR 011 - ELEVATED RAIL OR SUBWAY 012 - AIRPLANE 013 - TAXI (COMMERCIAL USE) 015 - BICYCLE 016 - WALK 017 - SCHOOL BUS 018 - MOTORIZED BICYCLE (MOPED) 019 - OTHER 999 - NO ANSWER</pre>
67-68	2	6 9H	WAS A HOUSEHOLD VEHICLE USED	(BLANK, 01-02, 99) 01 - Yes 02 - NO 99 - NO Answer Blank - Not Applicable

SEGMENT	7: 14 D	AY TRAVE	L PERIOD STOPS	PAGE 4
· FIEL			·	
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
69-71	3	6 9H	VEHICLE NUMBER OF Household Vehicle Used	(BLANK, 001-025, 999) 999 - No Answer Blank - Not Applicable Not Used
72-73	2	691	WAS THIS A RENTAL Vehicle	(BLANK, 01-02, 99) 01 - YES 02 - No 99 - No Answer Blank - Not Applicable
74-76 [·]		69J	WAS THE DRIVER A Household member	(BLANK, 000, 001-025, 999) 000 - NO 999 - NO ANSWER BLANK - NOT APPLICABLE
77-79	3	69K	NUMBER OF NON-HOUSEHOLD Members on trip	(BLANK, 0-99, 999) 999 - No Answer Blank - Not Applicable
80-81	2	69L	TYPE OF LODGING THEY Stayed in	(BLANK, 01-06, 99) 01 - FRIENDS OR RELATIVES 02 - RENTAL ACCOMMODATIONS 03 - OWN CABIN, CAMPSITE, VACATION HOME 04 - CAMPING IN PUBLIC (GOV'T) CAMPGROUND 05 - CAMPING IN COMMERCIAL CAMPGROUND 06 - OTHER 99 - NO ANSWER BLANK - NOT APPLICABLE
82-84	3	6 9M	NUMBER OF NIGHTS SPENT At this location	(BLANK, 1-99, 999) 999 - No Answer Blank - Not Applicable
85	1		ALLOCATION CODE (NIGHTS At this location)	(BLANK, 0-1) 0 — DATA WAS REPORTED 1 — DATA WAS ALLOCATED Blank — No DATA CODED
86-88	3		FILLER	(BLANK)

SEGMENT #8: NTS-1 TRIP DATA PAGE 1				
FIEL	D			
LOCATION	LENGTH	SOURCE CODE	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in parenthesis)
. 1-6	6		HOUSEHOLD SERIAL NUMBER (Assigned by Census)	QUARTER 1: (000001-006079) QUARTER 2: (100001-106068) QUARTER 3: (200001-206098) QUARTER 4: (300001-306218)
7	1		ADDITIONAL UNIT (Assigned by census)	(BLANK, 1-9)
8-10	3		TRIP NUMBER	(000, 1-143) 000 - NO TRIPS BY HOUSEHOLD
12-13	2		MONTH TRIP ENDED	(BLANK, 01-12) 01 - JANUARY 02 - FEBRUARY 03 - MARCH 04 - APRIL 05 - MAY 06 - JUNE 07 - JULY 08 - AUGUST 09 - SEPTEMBER 10 - OCTOBER 11 - NOVEMBER 12 - DECEMBER BLANK - NOT APPLICABLE
13-14	2	10 A	MEMBERS ON TRIP	(BLANK, 1-99) Blank - Not Applicable
15-34	20	12A	REASON(S) FOR TRIP (MULTIPLE ENTRIES, LEFT JUSTIFIED, "00" FILLED, EACH ENTRY 2 CHARACTERS)	(BLANK, 00, 11-20) 00 - NO ADDITIONAL REASONS 11 - VISIT RELATIVES OR FRIENDS 12 - BUSINESS 13 - CONVENTION 14 - OUTDOOR RECREATION 15 - ENTERTAINMENT 16 - SIGHTSEEING 17 - PERSONAL OR FAMILY AFFAIRS 18 - SHOPPING 19 - MEDICAL

20 - OTHER Blank - Not Applicable

SEGMENT #8: NTS-1 TRIP DATA PAGE 2				PAGE 2
FIEL LOCATION		SOURCE Code	ITEM DESCRIPTION	VALUE RANGE AND CODES (Range in Parenthesis)
35-36	2	12B	MAIP: REASON FOR TRIP	(BLANK, 11-20) 11 - VISIT RELATIVES OR FRIENDS 12 - BUSINESS 13 - CONVENTION 14 - OUTDOOR RECREATION 15 - ENTERTAINMENT 16 - SIGHTSEEING 17 - PERSONAL OR FAMILY AFFAIRS 18 - SHOPPING 19 - MEDICAL 20 - OTHER BLANK - NOT APPLICABLE
37	١	14A	MAIN MEANS (MODE) OF TRANSPORTATION GOING	<pre>(BLANK, 1-9) 1 - AUTO (WITHOUT CAMPING EQUIPMENT) 2 - TRUCK 3 - AUTO (WITH CAMPING EQUIPMENT) 4 - TRUCK (WITH CAMPING EQUIPMENT) OR SELF- CONTAINED VEHICLE 5 - BUS 6 - TRAIN 7 - AIRPLANE 8 - SHIP OR BOAT</pre>
38	1	14A	MAIN MEANS (MODE) OF TRANSPORTATION Returning	9 - OTHER BLANK - NOT APPLICABLE (BLANK, 1-9) 1 - AUTO (WITHOUT CAMPING EQUIPMENT) 2 - TRUCK 3 - AUTO (WITH CAMPING EQUIPMENT) 4 - TRUCK (WITH CAMPING EQUIPMENT) OR SELF- CONTAINED VEHICLE 5 - BUS 6 - TRAIN 7 - AIRPLANE 8 - SHIP OR BOAT 9 - OTHER BLANK - NOT APPLICABLE
39	1	14B	DID ANY HOUSEHOLD MEMBER Rent a car during trip	(BLANK, 1-2) 1 - YES 2 - NO Blank - Not Applicable

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SEGMENT #8: NTS-1 TRIP DATA				PAGE 3	
		SOURCE		VALUE RANGE AND CODES	
LOCATION	LENGTH	CODE	ITEM DESCRIPTION	(RANGE IN PARENTHESIS)	
, 40	1	154	WAS THE VEHICLE USED FOR The Trip owned by A Household member	1 - YES 2 - NO	
				BLANK - NOT APPLICABLE	
• 41	1	15B	WAS THE VEHICLE USED Rented by a household Member	(BLANK, 1-2) 1 - YES 2 - No Blank - Not Applicable	
42-47	6 ·	16	ROUND TRIP MILEAGE	(BLANK, 0-89999,	
42-47	6	10	REPORTED BY RESPONDENT	099999) 0999999 - NO ANSWER Blank - Not Applicable	
48-53	6		ROUND TRIP MILEAGE Computed by Census	(BLANK, 000000, 1-89999, 099999) 000000 - CENSUS UNABLE TO Compute Mileage	
				099999 - NO ANSWER Blank - Not Applicable	
54-80	27		FILLER	(BLANK)	

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Appendix D. Occupational Classification System - Occupation Codes

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Occupation Classification

Census Code	
	PROFFSSIONAL, TECHNICAL, AND KINDRED WORKERS
001	Accountents
002	Architects
	Computer specialists
003	Computer programmers
004	Computer systems analysts
005	Computer specialists, n.e.c.
	Engineers
006	Aeronautical and estronautical engineers
010	Chemical engineers
011	Civil engineers
012	Electrical and electronic engineers
013	Industrial engineers
014	Mechanical engineers
015	Metallurgical and materials engineers
020	Mining engineers
021	Petroleum engineers
022	Sales engineers
023	Engineers, n.e.c.
024	Farm management advisors
025	Foresters and conservationists
026	Home management advisors
	Lewyers and judges
030	Judges
031	Lawyers
	Librarians, archivists, and curators
032	Librarians .
033	Archivists end curators
	Methematical specialists
034	Actu ² ries
035	Methematicians
036 ·	Statisticians
	Life and physical scientists
042	Agricultural scientists
043	Atmospheric and spece scientists
044	Biological scientists
045	Chemists
051	Geologists
052	Marine scientists
053	Physicists and estronomers
054	Life and physical scientists, n.e.c.
055	Operations and systems researchers and analysts

Census	
Code	
	PROFESSIONAL, TECHNICAL, AND KINDRED WORKERS-Continued
056	Personnel and labor relations workers
0/7	Physicians, dentists, and related practitioners
061	Chiropractors
062	Dentists
063	Optometrists
064	Pharmacists
065	Physicians, medical and osteopathic
071	Podiatrists
072	Veterinarians
073	Health practitioners, n.e.c.
	Nurses, dietitians, and therapists
074	Dietitians
075	Registered nurses
076	Therapists
	Health technologists and technicians.
080	Clinical laboratory technologists and technicians
081	Dental hygiemists
082	Health record technologists and technicians
083	Radiologic technologists and technicians
084	Therapy assistants
085	Health technologists and technicians, n.e.c.
007	Religious workers
086	Clergymen
090	Religious workers, n.e.c.
0,0	Social scientists
091	Economists
092	Political scientists
093	Psychologists
094	Sociologists
095	Urban and regional planners
096	Social scientists, n.e.c.
	Social and recreation workers
100	Social workers
101	Recreation workers
	Teachers, college and university
102	Agriculture teachers
103	Atmospheric, earth, marine, and space teachers
104	Biology teachers
105	Chemistry teachers
110	Physics teachers
111	Engineering teachers
112	Mathematics teachers
113	Health specialties teachers
114	Psychology teachers
115	Business and conmerce teachers
116	Economics teachers
120	History teachers
121	Sociology teachers
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192Public relations men and publicity writers193Radio and television announcers194Writers, artists, and entertainers, n.e.c.		
193Radio and television announcers194Writers, artists, and entertainers, n.e.c.		
194 Writers, artists, end entertainers, n.e.c.		
195 Research workers, not specified		
	195	Research workers, not specified

MANAGERS AND ADMINISTRATORS, EXCEPT FARM

201 202 203 205		Assessors, controllers, and treasurers; local public adm Bank officers and financial managers Buyers and shippers, farm products Buyers, wholesale and retail trade	inistra	tior
210		Credit men	•	
211		Funeral directors		
212		Health administrators		
213		Construction inspectors, public administration		5
215		Inspectors, except construction, public administration		
216		Managers and superintendents, building		1
220		Office managers, n.e.c.		
221		Officers, pilots, and pursers; ship		-
222		Officials and administrators; public edministration, n.e	.c.	. !
223		Officials of lodges, societies, and unions		· · ·
224		Postnasters and mail superintendents		
225		Purchasing agents and buyers, n.e.c.		
226		Reilroed conductors	•	
230	•••••••	Restaurant, cafeteria, and bar managers		
231	•	Sales managers and department heads, retail trade		1
233		Sales managers, except retail trade		
235		School administrators, college		
240		School administrators, elementary and secondary	1	1
245		Managers and administrators, n.e.c.		
••				

SALES WORKERS

260	Advertising agents and salesmen
261	Auctioneers
262	Demonstrators
264	Hucksters and peddlers
265	Insurance agents, brokers, and underwriters
266	Newsboys
270	Real estate agents and brokers
271	Stock and bond salesmen
280	Salesmen and sales clerks, n.e.c.
281	Salcs Representative, manufacturing industries
282	Sales Representative, wholesale trade
283	Sales clerk, retail trade
284	Salesmen, retail trede
285	Salesmen of services and construction

CLFRICAL AND KINDRED WORKFRS

301	Bank tellers
303	Billing clcrks
305	Bookkeepers

310 Cashiers

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	CLERICAL AND KINDRED WORKERS - Continued
311	Clerical assistants, social welfare
312	Clerical supervisors, n.e.c.
313	Collectors, bill and account
314	Counter clerks, except food
315	Dispatchers and starters, vehicle
320	Enumerators and interviewers
321	Estimators and investigators, n.e.c.
323	Expediters and production controllers
325	File clerks
326	Insurance adjusters, examiners, and investigators
330	Library attendents and assistants
331	Mail cerriers, post office
332	Mailhandlers, exc. post office
333	Messengers and office boys Meter readers, utilities
334	Office machine operators
341	Bookkeeping and billing machine operators
342	Calculating machine operators
343	Computer and peripheral equipment operators
344	Duplicating machine operators
345	Key punch operators
350	Tabulating machine operators
355	Office machine operators, n.e.c.
360	Payroll and timekeeping clerks
361	Postal clerks
362	Proofreaders
363	Real estate appraisers
364	Receptionists
	Secretaries
370	Secretaries, legal
371	Secretaries, medical
372	Secretaries, n.e.c.
374	Shipping and receiving clerks
375	Statistical clerks
376 381	Stenographers Stock clerks and storekeepers
382	Teacher aides, exc. school monitors
383	Telegraph messengers
384	Telegraph operators
385	Telephone operators
390	Ticket, station, and express agents
391	Typists
392	Weighers
394	Miscellaneous clerical workers
39 5	Not specified clerical workers
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Census	
Code	
	CRAFTSHEN AND KINDRED WORKERS
401	Automobile accessories installers
402	Bakers
403	Blacksmiths
404	Boilemakers
405	Bookbinders
	Brickmasons and stonemasons
410	
411	Brickmasons and stonemasons, apprentices
412	Bulldozer operators
413	Cabinetmakers
415	Carpenters
416	Carpenter apprentices
420	Carpet installers
421	Cement and concrete finishers
422	Compositers and typesetters
423	Printing trades apprentices, exc. pressman
424	Cranemen, derrickmen, and hoistmen
425	Decorators and window dressers
426	Dental laboratory technicians
430	Electricians
431	Electrician apprentices
433	Electric power linemen and cablemen
434	Electrotypers and stereotypers
435	Engravers, exc. photo engravers
436	Excavating, grading, and road machine operators; exc. bulldozer
440	Floor layers, exc. tile setters
441	Foremen, n.e.c.
442	Forgemen and hemmermen
443	Furniture and wood finishers
444	Furriers
445	Glaziers
4 46	Heat treaters, annealers, and temperers
450	Inspectors, scalers, and graders; log and lumber
452	Inspectors, n.e.c.
453	Jewelers and wetchmakers
454	Job and die setters, metal
455	Locomotive engineers
456	Locomotive firemen
461	Machinists
462	Machinist apprentices
402	
	Mechanics and repairmen
470	Airconditioning, heating, and refrigeration
471	Aircraft
472	Automobile body repairmen
473	Automobile mechanics
474	Automobile mechanic apprentices
475	Data processing machine repairmen
480	Farm implement

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Census Code	CRAFTSHEN AND KINDRED WORKERS-Continued
505 506	Heavy equipment mechanics, incl. diesel Household appliance and accessory installers and mechanics Loom fixers Office machine Radio and television Railroad and car shop Mechanic, exc. auto, apprentices Miscellaneous mechanics and repairmen Not specified mechanics and repairmen Nillers; grain, flour, and feed Millwrights Molders, metal Molder apprentices Motion picture projectionists Opticians, and lens grinders and polishers
510 511 512 514 516 521 523 523 5331 5356 542 546 546 550	Painters, construction and maintenance Painter apprentices Paperhangers Pattern and model makers, exc. paper Photoengravers and lithographers Piano and organ tuners and repairmen Plasterers Plasterer apprentices Plumbers and pipe fitters Plumber and pipe fitter apprentices Power station operators Pressman apprentices Rollers and finishers, motal Roofers and slaters Sheetmetal apprentices Sheetmetal apprentices Shoe repairmen Sign painters and letterers Stone cutters and stone carvers Structural metal craftsmen
551 552 554 560 561 562 563 572 572 575	Tailors Telephone installers and repairmen Telephone linemen and splicers Tile setters Tool and die makers Tool and die makers Tool and die maker apprentices Upholsterers Specified craft apprentices, n.e.c. Not specified apprentices Craftsmen and kindred workers, n.e.c.

CRAFTSMEN AND KINDRED WORKERS-Continued

-580

Former members of the Armed Forces

OPERATIVES, EXCEPT TRANSPORT

601	Asbestos and insulation workers
602	Assemblers
603	Blasters and powdermen
604	Bottling and canning operatives
605	Chainmen, rodmen, and amen; surveying
610	Checkers, examiners, and inspectors; manufacturing
611	Clothing ironers and pressers
612	Cutting operatives, n.e.c.
613	Dressmakers and seamstresses, except factory
614	Drillers, earth
615	Dry wall installers and lathers
620	Dyers
621	Filers, polishers, sanders, and buffers
622	Furnacemen, smeltermen, and pourers
623	Garage workers and gas station attendants
624	Graders and sorters, menufacturing
625	Produce graders and packers, except factory and farm
626	Heaters, metal
630	Laundry and dry cleaning operatives, n.e.c.
631	Meat cutters and butchers, exc. manufacturing
633	Meat cutters and butchers, manufacturing
634	Meat wrappers, retail trade
635	Metal platers
636	Milliners
640	Mine operatives, n.e.c.
641	Mixing operatives
642 .	Oilers and greasers, exc. auto
643	Packers and wrappers, n.e.c.
644	Painters, manufactured articles
645	Photographic process workers
	Precision machine operatives
6 50	Drill press operatives
651	Grinding machine operatives
652	Lathe and milling machine operatives
653	Precision machine operatives, n.e.c.
656	Punch and stamping press operatives
660	Riveters and fasteners
661	Sailors and deckhands
662	Sawyers
663	Seivers and stitchers
664	Shoemaking machine operatives
665	Solderers
666	Stationary firemen
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Census Code	OPERATIVES, EXCEPT TRANSPORT-Continued
	Textile operatives
670	Carding, lapping, and combing operatives
671	Knitters, loopers, and toppers
672	Spinners, twisters, and winders
673	Weavers
674	Textile operatives, n.e.c.
680	Welders and flame-cutters
681	Winding operatives, n.e.c.
69 0	Machine operatives, miscellaneous specified
692	Machine operatives, not specified

Machine operatives, not a Miscellaneous operatives Not specified operatives

TRANSPORT EQUIPMENT OPERATIVES

701	Boatmen and canalmen
703	Busdrivers
704	Conductors and motormen, urban rail transit
705	Deliverymen and routemen
706	Fork lift and tow motor operatives
710	Motormen; minc, factory, logging camp, etc.
711	Parking attendants
712	Railroad brakemen
713	Railroad suitchmen
714	Taxicab drivers and chauffeurs
715	Truck drivers

LABORERS, EXCEPT FARM

740	Animal caretakers, exc. farm
750	Carpenters thelpers
751	Construction laborers, exc. carpenters' helpers
752	Fishermen and oystermen
753	Freight and material handlers
754	Garbage collectors
755	Gardeners end groundskeepers, exc. farm
760	Longshoremen and stevedores
761	Lumbermen, raftsmen, and woodchoppers
762	Stockhandlers
763	Teamsters
764	Vehicle washers and equipment cleaners
770	Warehousemen, n.e.c.
780	Miscellaneous laborcrs
785	Not specified laborers

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Census	
Code	FARMERS AND FARM MANAGERS
801 802	Farmers (owners and tenants) Farm managers
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!	FARM LABORERS AND FARM FOREMEN
821	Farm foremen
822 823	Farm laborers, wage workers
824	Farm laborers, unpaid family workers Farm service laborers, self-employed
074	,
•	SERVICE WORKERS, EXC. PRIVATE HOUSEHOLD
	Cleaning Service Workers
9 01	Chambermaids and maids, except private household
902	Cleaners and charwomen
903	Janitors and sextons
	Food Service Workers
910	. Bartenders
911	Busboys
912 913	Cooks, except private household Dishwashers
914	·Food counter and fountain workers
915	Waiters
916	Food service workers, n.e.c., except private household
	Health Service Workers
921	Dental assistants
922	Health aides, exc. nursing Health trainees
. 923 924	Lay midwives
925	Nursing aides, orderlies, and attendants
926	Practical nurses
	Personal Service Workers
931	Airline stewardesses
932	Attendants, recreation and amusement
933	Attendants, personal service, n.e.c.
934 935	Baggage porters and bell hops Barbers
935 9140	Barbers Boarding and lodginghouse keepers
941	Bootblacks
942	Child care workers, exc. private household
943	Elevator operators
944	Hairdressers and cosmetologists
945	Personal service apprentices
95 0	Housekeepers, exc. private household

Çensus	
Code	

SERVICE WORKERS-Continued

952 953 954	Personal Service Workers-Continued School monitors Ushers, recreation and amusement Welfare service aides
	Protective Service Workers
9 60	Crossing guards and bridge tenders
961	Firemen, fire protection
962	Guards and watchmen
963	Marshals end constables
964	Policemen and detectives
965	. Sheriffs and bailiffs

PRIVATE HOUSEHOLD WORKERS

98 0	Child care workers, private household
981	Cooks, private household
962	Housekeepers, private household
983	Laundresses, private household
984	Maids and servants, private household

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Appendix E. Industrial Classification System - Industry Codes

Industrial Classification

Census Code

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AGRICULTURE, FORESTRY, AND FISHERIES

017	Agricultural production
018	Agricultural services, except horticultural
019	Norticultural services
027	Forestry
028	Fisherics
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MINING

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047	Metal mining
048 [.]	Coal mining
049	Crude petroleum and natural gas extractions
057	Nonmetallic mining and quarrying, except fuel

CONSTRUCTION

067	General building contractors
068	General contractors, except building
069	-Special trade contractors
077	Not specified construction

MANUFACTURING .

Durable goods

	Lumber and wood products, except furniture
107	Logging
108	Sawmills, planing mills, and mill work
109 ·	Miscellancous wood products
118	Furniture and fixtures
	Stone, clay, and glass products
119	Glass and glass products
127	Cement, concrete, gypsum, and plaster products
128	Structural clay products
137	Pottery and related products
138.	Miscellaneous nonmetallic mineral and stone products

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Durable goods-Continued

	Metal industries
139	Blast furnaces, steel works, rolling and finishing mills
147	Other primary iron and steel industries
	3399)
148	Primary aluminum industries
149	Other rules we performent industry as
247	Other primary nonferrous industries
157	Cutlery, hand tools, and other hardware
158	Fabricated structural metal products
159	Screw machine products
167	Netal stamping
168	Miscellaneous fabricated metal products
169	Not specified metal industries
	Machinery, except electrical
177	Engines and turbines
178	Farm machinery and equipment
179	Construction and material handling machines
187	Metalworking machinery
188	Office and accounting machines
189	Electronic computing equipment
197	Machinery, except electrical, n.e.c.
198	Not specified machinery
170	Electrical machinery, equipment, and supplies
199	Household appliances
207	Radio, T.V., and communication equipment
208	Electrical machinery, equipment, and supplies, n.e.c.
200	Electrical machinery, equipment, and supplies, n.e.c.
209	Not specified electrical machinery, equipment, and supplies
	Transportation equipment
219	Motor vehicles and motor vehicle equipment
227	Aircraft and parts
228	Ship and boat building and repairing
229	Railroad locomotives and equipment
237	Mobile dwellings and campers
238	Cycles and miscellaneous transportation equipment
230	Professional and photographic equipment, and watches
239	Scientific and controlling instruments
239	Optical and health services supplies
	• •
248	Photographic equipment and supplies
249	Watches, clocks, and clockwork-operated devices
257	Not specified professional equipment
258	Ordnance
259	 Miscellaneous manufacturing industries

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MANUFACTURING-Continued

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Nondurable goods

	Food and kindred products
268	Meat Products (201)
269	Dairy products (202)
278	Canning and preserving fruits, vegetables, and sea foods (203)
279	Grain-mill products (204, 0713)
287	Dakery products (205)
288	Confectionery and related products (207)
289 [°]	Beverage industries (208)
297	Miscellaneous food preparation and kindred products (206,209)
298	Not specified food industries
299	Tobacco manufacturers (21)
	Textile mill products
307	Knitting mills (225)
308	Dyeing and finishing textiles, except wool and knit goods (226)
309	Floor coverings, except hard surface (227)
317	Yarn, thread, and fabric mills (221-224, 228)
318	Miscellaneous textile mill products (229)
	Apparel and other fabricated textile products
319	Apparel and accessories (231-238)
. 327	Miscellaneous fabricated textile products (239)
	Paper and allied products
328	Pulp, paper, and paperboard mills (261-263, 266)
329	Miscellaneous paper and pulp products (264)
337	Paperboard containers and boxes (265)
	Printing, publishing, and allied industries
338	Newspaper publishing and printing (271)
339	Printing, publishing, and allied industries, except newspapers (272-279)
	Chemicals and allied products
347	Industrial chemicals (281)
348	Plastics, synthetics and resins, except fibers (282, except 2823 and 2824)
349	Synthetic fibers (2823, 2824)
357	Drugs and medicines (283)
358	Soaps and cosmetics (284)
359	Paints, varnishes, and related products (285)
367	Agricultural chemicals (287)
368	Miscellaneous chemicals (286, 289)
369	Not specified chemicals and allied products
	Petroleum and coal products
377	Petroleum refining (291)
378	Miscellaneous petroleum and coal products (295, 299)
	Rubber and miscellaneous plastic products .
379	Rubber products (301-303, 306)
387	Miscellaneous plastic products (307)
200	Leather and leather products
388 · 389	Tanned, curried, and finished leather (311)
	Footwear, except rubber (313, 314)
397	Leather products, except footwear (312, 215-317, 319)

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Not specified manufacturing industries

TRANSPORTATION, COMMUNICATION, AND OTHER PUBLIC UTILITIES

Transportation

- 407 Railroads and railway express service
- 408 Street railways and bus lines
- 409 Taxicab service
- 417 Trucking service
- 418 Warehousing and storage
- 419 Water transportation
- 427 Air transportation
- 428 Petrolcum and gasoline pipe lines
- 429 Services incidental to transportation

Communication

- 447 Radio broadcasting and television
- 448 Telephone (wire and radio)
- 449 Telegraph and miscellaneous communication services

Utilities and sanitary services

- 467 Electric light and power
- 468 Electric-gas utilities
- 469. Gas and steam supply systems
- 477 Water supply
- 478 Sanitary services
- 479 Other and not specified utilities

WHOLESALE AND RETAIL TRADE

Wholesale trade

507	Motor vehicles and equipment
508	Drugs, chemicals, and allied products
509	Dry goods and apparel
527	Food and related products
528	Farm productsraw materials
529	Electrical goods
537	Hardware, plumbing, and heating supplies
538	Not specified electrical and hardware products
539	Machinery equipment and supplies
557	Metals and minerals, n.e.c.
558	Petroleum products
559	Scrap and waste materials
567	Alcoholic beverages
568	Paper and its products
569	Lumber and construction materials
587	Wholesalers, n.e.c.
588	Not specified wholesale trade

Retail trade

607Lumber and building material retailing608Hardware and farm equipment stores609Department and mail order establishments617Limited price variety stores	
609 Department and mail order establishments	
618 Vending machine operators	
619 Direct selling establishments	
627 Miscellancous general merchandise stores	
628 Grocery stores	
629 Dairy products stores	
637 Retail bakeries	
638 Food stores, n.e.c.	
639 Motor vehicle dealers	
647 Tire, battery, and accessory dealers	
648 Gasoline service stations	
649 Miscellaneous vehicle dealers	
657 Apparel and accessories stores, except shoe sto	
658 Shoe stores	res
667 Furniture and home furnishings stores	
668 Household appliances, TV, and radio stores	•
669 Eating and drinking places	
677. Drug stores	
678 Liquor stores	
679 Farm and garden supply stores	
687 Jewelry stores .	
688 Fuel and ice dealers	
689 Retail florists	
697 Miscellaneous retail stores	
698 Not specified retail trade	

FINANCE, INSURANCE, AND REAL ESTATE

707	Banking
708	Credit agencies
709	Security, commodity brokerage, and investment companies
717	Insurance
718	Real estate, incl. real estate-insurance-law offices

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Census <u>Code</u>	BUSINESS AND REPAIR SERVICES
727	Advertising
728	Services to dwellings and other buildings
729	Commercial research, development, and testing labs
737	Employment and temporary help agencies
738	Business management and consulting services
739	Computer programing services
747	Detective and protective services
748	Business services, n.e.c.
749	Automobile services, except repair
757	Automobile repair and related services
758	Electrical repair shops
759	Miscellancous repair services

PERSONAL SERVICES

769	Private households
777	Hotels and motels
778	Lodging places, except hotels and motels
779	Laundering, cleaning, and other garment
787	Beauty shops
788	Barber shops
789	Shoe repair shops
797 [,]	Dressmaking shops
798	Miscellaneous personal services

ENTERTAINMENT AND RECREATION SERVICES

services

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807	Theaters and motion pictures
808	Bowling alleys, billiard and pool parlors
809	Miscellaneous entertainment and recreation services

PROFESSIONAL AND RELATED SERVICES

828	Offices of physicians
829	Offices of dentists
837	Offices of chiropractors
838	Hospitals
839	Convalescent institutions
847	Offices of health practitioners, n.e.c.
848	Health services, n.e.c.
849	Legal services
857	Elementary and secondary schools
858	Colleges and universities
859	Libraries
867 •	Educational services, n.e.c.
868	Not specified educational services

PROFESSIONAL AND RELATED SERVICES-Continued

869	Museums, art galleries, and zoos
877	Religious organizations
878	Welfare services
879	Residential welfare facilities
887	Nonprofit membership organizations
888	Engineering and architectural services
889	Accounting, auditing, and bookkeeping services
897	Miscellaneous professional and related services

PUBLIC ADMINISTRATION

907	Postal service
917 [·]	Federal public administration
927	State public administration
937	Local public administration

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Census <u>Code</u>

Appendix F. NPTS Public Use Tape Request

Singles copies of the tapes are available through the Federal Highway Administration (FHWA).

For governmental agencies and educational institutions, there is no charge for tape copying. If no tapes are furnished with the request, there is a \$25 charge for each tape provided by FHWA.

For private individuals and all nongovernment or noneducation organizations, there is a \$36 charge per tape copied. In addition, if no tapes are forwarded with the request, there is an added charge of \$25 for each tape provided by FHWA.

All tapes provided to FHWA should be 9-track.

Appropriate user documentation will be provided with each request.

All orders should be documented on the attached <u>form</u> and should clearly indicate: 1. which (or all) of the four (4) quarters of data that are desired; 2. name and/or title of the individual or organization making the request; 3. number of tapes, if any, included with the request (or being shipped separately); and 4. amount of payment enclosed if applicable.

All checks or money orders should be made payable to: Federal Highway Administration. Request and payment should be forwarded to:

Federal Highway Administration Highway Statistics Division HHP-44 (NPTS) 400 Seventh Street, SW, Washington, D.C. 20590

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NPTS Public Use Tape Request

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1.	Data Desired
	Tape 1 - First Quarter 🗖
	Tape 2 - Second Quarter
	Tape 3 - Third Quarter 🗖
	Tape 4 - Fourth Quarter
	Tapes 1-4 - All Quarters
2.	Number of tapes submitted;
	None (tape payment included) 🔲; 1 tape 🔲; 2 tapes 🔲; 3 tapes 🔲
	4 tapes 🗖
3	Method of tape submittal
	With order 🗖 Under separate cover 🗖
4.	Type of tape labeling desire
	Standard IBM Labels 🗖 No labels 🗖
5	Recording Density (9-Track)
	800 BPI - 1600 BPI -
6.	Type of Organization, Name and Address
	EducationalGovernmentPrivate OrganizationPrivate IndividualOther (specify)
	Name
	Title
	Organization
	Address
	City, State, Zip

7. Total Fee Enclosed:

Tape copy on user furntshed tape(s), ____quarters @ \$36 per quarter - \$

Tape copy on FHWA furnished tape (s), ____quarters @ \$61 per quarter - \$____.

8. Payment enclosed as: Money Order

Check 🛛