

*Commercial Vehicle Driver  
Associate Family Issues Assessment*

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# COMMERCIAL VEHICLE DRIVER ASSOCIATE FAMILY ISSUES ASSESSMENT

## Introduction

The commercial vehicle industry is growing rapidly. An average of 45,000 Commercial Driver Licenses (CDL) have been issued each month for the last year (Federal Department of Motor Vehicles, 1995). At the end of 1994, there were over 7.2 million individuals with a CDL, and though long distance drivers are not identified specifically, they constitute a majority of the drivers. With the commercial vehicle industry being a large employer throughout the country, it touches a great number of families in our service community.

Long distance commercial vehicle drivers have many responsibilities to their employers, their families, their children and themselves as they transport goods across the nation. The need for family support was brought to the authors' attention through a focus group of local commercial vehicle drivers' spouses in 1993. In researching the voiced concern, the authors found several organizations focused on trucking lifestyle issues. Transport For Christ, Loved Ones and Drivers Support (LOADS), and *LandLine* (a magazine with feature articles on balancing work and family) surfaced as front runners in addressing the unique work and family issues in the trucking lifestyle.

A benchmark study on job satisfaction of commercial drivers was completed in 1993. This study conducted at the Upper Great Plains Transportation Institute (UGPTI) with commercial drivers from 13 trucking firms was under the direction of Gene Griffin. He reported that many drivers really enjoy what they do and derive satisfaction from their work. They like the independence the occupation offers despite the challenges it strikes in their personal lives. The challenges of the trucking lifestyle emerged as some of the same issues and concerns the focus group voiced: being absent from their families for long periods of time, the physical demands of loading and unloading freight, and the mental demands of time schedules, traffic, and getting to the destination.

Griffin, Rodriquez and Lantz's (1993) study revealed 69 percent of the drivers were married and 50 percent had children under the age of 18. They also found that the typical long distance driver spends more than one week on the road at a time and 40 percent of them were away more than two weeks at a time. This aspect of the job presents unique challenges to families. Absence reduces contact time, makes communication more difficult, leaves more child rearing responsibility to the spouse/partner at home, and generally makes it more difficult for the family to remain a cohesive group.

The turnover rate among drivers is high. Loneliness and being away from home contributed to low job satisfaction. Griffin et al. (1993) research indicates 62 percent of drivers surveyed indicated that loneliness was a problem with their job. Furthermore, "loneliness/away from home too much" was the third most frequently cited reason why drivers leave the industry (p. 24). The first two were "doesn't pay enough" and "no advancement possible." In addition, drivers felt that "getting home more often" constituted a form of career advancement. Finally, "more time at home" was ranked second of 11 items identifying reasons why drivers chose to work for a particular firm.

The added responsibilities left to the spouse/partner at home create a need for outside support. Families that experience job-induced separations, like those of commercial vehicle drivers have unique stresses and challenges, some too difficult to handle alone (Burns & Comeau, 1994).

Military research identified a definite link between family adaptation and job performance. Adaptation is defined as the interaction between families and their environmental systems (Bowen, Orthner & Zimmerman, 1993). Key to successful adaptation is the partner's attitude toward the constant separation and reunion. If the partner can cope with stresses of separation, manage household duties, be involved in community activities and develop independence (Hanson & Bozett, 1993), he/she can better cope with the separation and additional responsibilities.

## **Objectives**

Clearly, a major reason for driver attrition is the dissatisfaction associated with issues relating to the family. The purpose of the present study addresses the need to determine the nature of the family and work environments (for drivers and their spouses/partners) and to determine ways to apply this information to programs of intervention and support useful to commercial vehicle companies. Specifically, there are five objectives for this project:

- (1) To more clearly define the working environment of long distance trucking, with particular attention to the relationship between this working environment and the driver's family environment;
- (2) To determine the problems drivers have in developing and maintaining an effective and responsive family environment;
- (3) To assess the driver's and spouse's/partner's perceptions and expectations of a family;
- (4) To identify family and work concerns where differences in driver and partner feelings or attitudes about work and family were statistically significant; and
- (5) To define the types of intervention materials/programs that will help trucking company management address family life issues of drivers, thus increasing employee retention.

## **Review of Literature**

A review of the literature as it pertains to the job characteristics of an over-the-road commercial vehicle driver, which directly impacts the lifestyle of the driver, partner and their family, was undertaken. Because research specifically for commercial vehicle drivers is limited, the review is directed more toward military occupations, which have strong correlations with the lifestyle of commercial vehicle drivers and their families.

This section describes the job characteristics of a commercial vehicle driver, significant stressors as identified for the families, and finally, coping skills and intervention methods identified by the military to aid these families, including resources and support.

The job characteristics of a transcontinental trucker affects the lifestyle of the driver, the partner, and their children. Being away from home for weeks at a time, coupled with irregular departure and return schedules, presents challenges for family cohesiveness. When commercial vehicle drivers are home it is usually for only two to four days at a time, at which time tasks such as work-related paper work and laundry must be done. Since income is based on the mileage of actual runs, economics drive the work schedule.

Riggs (1990) offers three general categories of job lifestyles that involve extensive travel: military, corporate, and non-corporate occupations. Corporate occupations include white collar and executive travelers as well as many of the middle and upper middle class commuters. Commercial vehicle drivers are classified in the non-corporate category with others in the transportation industry such as (a) pilots, flight attendants, sales representatives, construction workers, (b) those who rely on hunting, fishing or trapping for their livelihood, and (c) shift workers whose work schedule frequently makes them “out of sync” with their families (Riggs, 1990, p. 150). Of these three categories, the majority of the research addresses families in branches of the military service. The common factor in all professions is the partner at home left to manage the day-to-day family and household issues.

The military lifestyle includes routine separation that affects family life. “Military life requires frequent relocations, extended family separations and general sub-service of family needs to work objectives (Bowen et al. 1993, p. 293).” These characteristics are the common thread between the military lifestyle and that of a commercial vehicle driver. Trucking firms often recruit from the military because of the commonalities.

In addition to the expected separation time from family, commercial vehicle drivers, like military professionals, often experience unforeseen schedule changes that extend the period of absence. This prolongs their partner's sole responsibility to manage the daily household and family issues. The constant transition of roles, responsibilities and rules within the family unit contribute to the stress or anxiety between partners (Riggs, 1990).

These lifestyle challenges result in stressors to the family unit. A stressor is an event that produces a change in the family social system. Anything that changes some aspect of the system such as, family structure, goals, roles or values can produce crisis in the family system (McCubbin, Cauble & Patterson, 1982). The most common stressors associated with separations in military family are: family conflict over what is done, how and by whom; criticism about maintaining contact while gone; family rearrangement-reorganizing of roles, routines and rules; shifts in the social support networks; jealousy regarding potential or real extramarital affairs, and disappointments over homecoming fantasies (Figley, 1993, p. 57).

It is not surprising that the greatest amount of stress occurs with the onset of change, such as starting a new job or a change in family status. (Riggs, 1990). This interruption in the family's daily routine causes change in their lifestyle. While fulfilling the responsibilities of self, partner, and family, the opportunity for additional stress rises significantly when roles are altered or challenged. Many families are unprepared for the effects of long term absence and the resulting personal increase in management of day-to-day issues. The stay-at-home family member assumes new roles and responsibilities when their partner is absent for a period of time. In addition, the authority figure and household rules may change, also forcing children to readjust. Some spouses react to the separation similarly to the grief process. Shock and denial, anger, guilt, depression, loneliness, tension, crying, and insomnia are common for up to six weeks for military wives when spouses are deployed or sent on assignment. After six weeks, they

usually reach a point where they either come to acceptance and carry on or fall into deep depression, despair and withdrawal (Black, 1993).

When one spouse is left to run the household without the other spouse's presence, the effect of the change depends upon the family's coping system (McKenry, 1994). Particular personal resources or traits within individuals or family mechanisms assist in managing the stressors (Black, 1993).

The first trait is the family's ability to pull together in time of need. Second, and most importantly, is how flexible they are in their decision making and discussion. It also was found that if families were well-organized before a stressful event, they remained so afterwards. Disorganized families became even more disorganized (Black, 1993). A study done by Hill (as cited in Black, 1995) during World War II described military-induced separations as having had a roller coaster effect on families. The family initially goes through a crisis stage, then reorganizes and recovers, and settles into a new lifestyle pattern. This builds experience for them to draw upon for the next departure, and gradually the adaptability helps make the transition easier.

McCubbin et al. (1982) define three categories of external resources for families to meet the demands of a stressor event such as separation: individual family members, the family system, and the community. Internal resources include financial well-being, emotional and physical well-being, education or problem solving ability, psychological resources, and self-esteem (McKenry & Price, 1994). Additional factors affecting the family's ability to cope would be their particular style, past experiences, and the pile up and nature of stressors at any given time (Riggs, 1990). Thomas (1991) found similar coping skills for life changes. Interviews conducted with military families revealed that personal confidence, family support, support from friends, and community support determined the level of family adaptive abilities.

Coping from day-to-day begins the adaptation process. Adaptation is the long-term degree to which the family system alters its internal functions (behaviors, rules, roles, and perceptions) and/ or



external reality to achieve a system environmental fit (McKenry & Price, 1994). The literature strongly supports that with adaptability and cohesion, the family can cope more positively with stressors.

Research on children in military families revealed that if the mother is positive about the separation and handling the family issues, the children do best (Black, 1993; Kelly, 1994). Separation from parents brought forth normal emotions of anxiety, sadness, anger, resentment and fear from children. Toddlers and preschoolers are most affected by the absence of a parent because their total support environment is the family unit. Also, since these young children can't measure or comprehend time, they may feel abandoned.

Once children reach school where they have additional support of a peer circle, studies show they cope better with routine parental absence. Other military studies found school age children feeling resentment and/or the loss of respect for the absent parent (Riggs, 1990). Many times, older children found peers or adults to replace the absent parent. Positive coping is associated with positive child outcomes. Positive family adaptation then leads to an increase in family satisfaction (Riggs, 1990).

To achieve successful homecomings the military literature proposes a predeployment intervention plan to foster family adaptability during separation. Military training materials promote such a plan. Although the family looks forward to being reunited, it is a time of readjustment when everyone's schedule is affected. Reintegration of the absent partner into the daily routine may cause conflict in the areas of discipline, authority, and responsibilities (Bowen et al. 1982). Partner and spouse need time to re-establish individual roles. The suggested time for family readjustment in military life is four to eight weeks (Black, 1993). For many, there is happiness when the separation ends, but challenges are encountered as roles and responsibilities are redefined.

Another military intervention tactic is self-led support groups. Wives who have successfully adapted to the lifestyle of work-induced separation and reunion share strategies they have found successful. The support groups focus on personal growth with a strong educational component for

teaching coping skills. Additional topics include loneliness, lack of companionship, making decisions alone, lack of social outlets, discipline problems, and financial problems (Figley, 1993).

Other positive coping strategies used in the military are: (1) channel energy from worry into productive efforts like volunteering or pursuing further education, (2) keep communication as open and frequent as possible, (3) maintain physical health by focusing on healthy habits such as walking and exercising, and (4) decrease isolation by involving family with outside support systems (Figley, 1993).

Comparison was made between the military personnel and commercial vehicle drivers because of similar work-induced stressors in their lives. This information provides a framework for assessing the feelings and attitudes of commercial vehicle drivers and their partners. The literature reveals the partner most subject to additional stress is the one where simultaneous stressors are active and the level of individual coping resources is low. Military research can be useful to the trucking industry through the interventions and support systems that are proven successful. When the family is in the coping stage and migrating toward adaptation, the commercial vehicle driver is likely to be more committed to his company.

### **Methodology**

The method used for obtaining the data for this project was a mail questionnaire. Separate surveys were developed for drivers and their spouses/partners. Questions in the surveys addressed work concerns, family concerns, decision-making, informational needs, communication, and leisure time. In addition, respondents were asked for tips they might give a new driver and/or his/her family about handling personal and family issues while the driver is away from home. A complete copy of the surveys can be found in Appendices A and B.

The authors drafted the survey based on concerns identified by the focus group (Spiegel & Hudson, 1993), articles by trucking supporters (LOADS; *LandLine*), a study on Balancing Work and Family (Spiegel, 1989), and McCubbin et al. (1984) work on traits of strong families.

More specifically, the survey instrument was divided into seven sections where respondents stated their feelings or attitudes. A demographics section followed with 20 additional questions to more closely describe the respondents.

Section Q-1 consisted of the question, “Are you a driver or spouse/partner?” to verify the respondent. Section Q-2 included issues related to “Work Concerns.” The statements in this section covered the areas of relationship, management, and job characteristics. Respondents were asked to rate their feelings regarding each work concern statement on a Likert type scale of 1 to 7 (1, strongly disagree and 7, strongly agree).

Section Q-3 stated “Family Concerns.” The participants were asked to circle the number on the same 1 to 7 scale that best described their attitudes about family concerns. The questions in this section related to relationships, management, children and support. The first two sections of the instrument were designed to better describe the drivers’ work and family environment. Section Q-5, “Informational Needs,” identified 28 topics that could be of interest to the drivers and spouses/partners. Participants were asked to rate these topics on a usefulness scale of 1 to 7 (1, not useful at all and 7, very useful). A separate column was included for the participant to indicate desire for a personal contact concerning a given topic.

Section Q-6, “Communication” questioned respondents about how they preferred to receive information and support services, using a Likert type scale of 1 to 7 (1, really dislike and 7, really like).

The instrument was revised five times and then pilot-tested. A group of 12 drivers and spouses, (selected by convenience), both independent and company drivers, completed the pilot survey. A form for comments accompanied the pilot survey on which suggestions for clarification and understanding were received. Results of the pilot test were analyzed by Wilcoxon Matched Pairs Signed Ranked Test.

This research was designed to be descriptive and quantitative in nature. A descriptive summary of the demographics section was done. The purpose was to identify concerns of the families of long

distance truck drivers and what information and support would be helpful. The results were analyzed by SAS (Statistical Analysis Software). Means and frequencies identified the rank of questions of the drivers and spouses/partners. A t-test was used to identify the items where a statistically significant difference existed between drivers and spouses/partners at the  $p < .01$  level.

The surveys were mailed to a random sample of 2,650 company drivers nationwide. Included with the surveys was an Upper Great Plains Transportation Institute business-reply return envelope and a cover letter explaining the purpose of the surveys and urging the driver and their spouse/partner to complete them separately. Instructions also were given to those drivers without spouses/partners to return an enclosed postcard. The return envelopes were coded so drivers and their spouses/partners could be matched for analysis. In addition, a reminder postcard was sent out a few weeks later to try to generate a higher response rate.

## **Results**

There were 549 driver surveys and 556 spouse/partner surveys returned from throughout the United States. In addition, 241 postcards were returned indicating the survey did not apply to the respondent.

There are several ways to determine the response rate based on the above information. First, there were a total of 5,300 surveys sent out (2,650 each sent to drivers and spouses/partners), and the 241 postcards returned represent two surveys each for a total of 482 surveys that did not apply. Thus, one could subtract the 482 from 5,300 for a total of 4,818 surveys sent out that applied. Then adding the driver and spouse/partner returns gives 1,105 surveys returned, divided by the 4,818 determined above, yields a response rate of 22.9 percent. One also could use a similar method to determine response rates separately for drivers and spouses/partners, but these rates are close to the above.

Another way to determine a response rate is to disregard the returned postcard information and simply use a conservative estimate of the percent of drivers believed to be married or living with

someone. Previous research indicates that about 70-75 percent of drivers are married or living with someone. Applying this 70 percent estimate to the 2,650 paired surveys sent out yields a total of 1,855 paired surveys that would apply to the respondents (or 3,710 total surveys). Dividing the total driver and spouse/partner returns (1,105) by 3,710 gives a response rate of 29.8 percent. This may be a more realistic estimate of the response rate as one cannot be certain that all respondents the survey did not apply to actually returned the postcard.

Analysis indicates that of the 549 driver surveys and 556 spouse/partner surveys returned, 457 were matched pairs. However, 13 of these indicated that they were team drivers and the majority of the survey questions would not apply to them. Thus, there are 444 matched pairs used in the analysis.

### ***Driver Demographics***

Responses of 444 drivers and matched partners revealed the following demographic profiles. The majority of the drivers were male (98 percent) and most (91 percent) were married. Almost one third (31 percent), were first-year professional drivers. There were 22 percent who have driven one to two years and 32 percent have three to five years experience, while only 15 percent had six or more years experience. This seems to validate the rapid turnover in the occupation.

Most of the drivers were away from home for an extended time during a run. Forty-one percent reported being gone through two or more weekends, and 32 percent for at least a six-day stretch, and an additional 27 percent were gone at least one weekend on their run. Few (less than two percent) were on the road less than three days at a time. About 69 percent of the partners had never accompanied the driver on a run. For most drivers, a run required being gone from home for an extended period of time.

The majority (70 percent) of drivers were between ages 30 and 49, with the two largest single groups between 30 to 34 years (19 percent) and 40 to 44 years (19.8 percent). Less than two percent

were younger than age 25 and 18 percent were age 50 and older. Most drivers are in the middle stage of life, while few have been in this occupation longer than five years.

More than 96 percent had a high school diploma while 40 percent had some college credits and 18 percent had college degrees. This level of education would seem to indicate a high literacy level and understanding of survey questions, thus increasing the validity of the study.

Only 4.8 percent were married for less than a year, 27 percent were together one to six years, 18 percent seven to 10 years, and 51 percent indicated spending more than 10 years together. More than one-third (44 percent) were married previously.

Most drivers (82 percent) reported having school age (six to 18) children at home, and 22 percent indicated dependents over the age of 18. This seems to correlate with the middle-aged driver and partner. Children ages one to six were reported by 26 percent of the drivers and only 5 percent had children less than a year old.

Most drivers had partners employed outside the home (53 percent). Of these, 54 percent reported an annual joint income of \$30,000 to \$50,000. Only 15 percent of the sample reported a joint income under \$30,000 while 30 percent indicated an income over \$50,000.

Life event stressors were included in the questionnaire as part of the demographics, to identify particular stressors in the lives of commercial vehicle drivers and their families. Thirty-eight per cent indicated financial problems, 24 percent experienced the death of a family member, and 18 percent had been laid off or terminated from employment in the last year. Based on the age of respondents, these particular stressors will increase as families move through the life cycle.

To identify another potential stressor, question 25 addressed length of time in current location and recent relocations. Only 17 percent moved in the last year, 32 percent were in their present location for one to three years, 20 percent for four to six years, and 13 percent for seven to 10 years. However, 18 percent indicate being in the same location for 10 years or more. Almost two-thirds of the drivers moved

in the last six years and the majority of drivers were new to the profession in the last six years. What the data does not tell us is the distance of the move, whether it was an upgrade in the community, a job-related relocation in the same vicinity, or whether it was a move to a new location due to the availability of work.

A majority of drivers reported having a support system to rely on. Family and friends served as help for more than 72 percent of the families involved in this study.

### ***Partner Demographics***

Most partner/spouses were female (98 percent). Only five percent of spouses were under the age of 25 with the next largest age group at 30 to 39 (36 percent). Almost half (48 percent) were 40 or older. Most held at least a high school diploma (94 percent). Of these 59 percent had some college or technical school experience. As a group, the partners reflect a similar educational level of the drivers. More partners (7 percent) had received a high school diploma but more drivers (10 percent) had some college education.

Of partners, 41 percent reported being married previously, compared to 44 percent of the drivers. The majority of couples (68 percent) have been married for more than seven years, which would seem to give marital stability for the majority of the drivers who have been driving less than six years. The remaining 42 percent have been married less than six years. More than one-third (31 percent) of the partners reported going with their driver on the road in the last two years. This could reflect a desire to spend time together and learn more about the job characteristics.

The instrument asked about significant life-stressors during the past year. Stressors most frequently reported were financial problems, death of a family member, and loss of a job. This agrees with the driver responses.

More partners (82 percent) than drivers (72 percent) reported close friends or family who served as their support system. This may indicate a support system is more important to the partner at home or simply easier to tap into locally.

***Driver Work Concerns***

Table 1 lists the work concerns with which drivers indicated strongest agreement. Of 22 questionnaire items about how the work environment could affect family life, 11 resulted in a mean score greater than five on a seven-point Likert-type scale, where seven is “strongly agree.” Items are listed by highest mean.

**Table 1. Driver Work Concerns**

<b>Driver Concerns</b>	<b>n</b>	<b>Mean</b>
I look forward to coming home to my family after a run	436	6.86
My partner can reach me in case of an emergency	429	6.44
I understand what my partner does while I am on the road	438	6.15
My partner and I communicate effectively while I am on the road	435	5.89
My partner understands what I do while I am on the road	438	5.44
I worry about my family while I am gone	423	5.34
I can cope with almost any problem related to conflicts between work and family responsibilities	431	5.26
I was prepared for how the job would effect my family life	434	5.15
My supervisor is sensitive to my family responsibilities	428	5.12
The actual time away from home is what I expected it to be	430	5.07
I feel I have control in my work responsibilities	431	5.02

These responses seem to indicate the driver is concerned about the family left at home. He feels somewhat confident his partner understands what his job is like on the road and that he understands what his partner does while he is away. Since most respondents were married prior to entering the trucking industry, a positive marital relationship may already have been established.



Having a supervisor sensitive to family issues may positively influence a driver's sense of control in work responsibilities and expectations of time spent away from home. Likewise, without supervisor sensitivity, drivers may feel less positive about control in the job and time spent away from home. Feeling lack of control in one's job increases stress.

The high mean scores in Table 1 may be a determining factor of how the driver performs on the job. If he looks forward to coming home, has a good idea of what goes on at home while he is gone, and effectively communicates while on the road, then he is less apt to worry about family and more likely to turn his attention to work-related responsibilities. If he perceives his supervisor is sensitive to his family responsibilities, he may be more likely to feel control in his job responsibilities. There is evidence of coping skills (5.26) and communication (5.89), which would have a positive impact upon the driver/partner relationship.

#### ***Partner Response to Work Concerns***

Partner responses were compared to the 11 work concerns as identified by the high mean scores of the driver's responses (Table 2).

**Table 2. Partner Response to Work Concerns**

<b>Partner Response</b>	<b>n</b>	<b>Mean</b>
I look forward to my partner coming home to our family after a run	436	6.76
I can reach my partner in case of an emergency	429	6.07
I understand what my partner does while he/she is on the road	438	6.19
My partner and I communicate effectively while he/she is the road	435	5.82
My partner understands what I do while he/she is on the road	438	5.76
I worry about our family while my partner is gone	423	4.00
I can cope with almost any problem related to conflicts between work and family responsibilities	431	5.55
I was prepared for how my partner's job would effect our family life	434	5.09
My partner's supervisor is sensitive to our family responsibilities	428	4.84
The actual time my partner is away from home is what I expected it to be	430	5.01
I feel my partner has control in his/her work responsibilities	431	5.16

The partner does not seem to worry as much about the family while the driver is gone (4.00), but instead tends to worry about the driver's safety on the road (5.49). The partners report feeling satisfied that they can reach their partner in case of an emergency (6.07), which also may contribute to the feelings of being able to cope while the driver is gone.

Partners report (6.19) understanding the driver's job responsibilities on the road. The partner also feels the driver understands her role at home, but to a lesser degree (5.76).

The partner reports lower agreement that the supervisor is sensitive to (4.84) family responsibilities. This may be based on individual expectations of the supervisor's role.

The partner reports a stronger agreement (5.55) in being able to cope with conflicts between work and family responsibilities. The partner may have perceived the question in terms of personal work responsibilities instead of driver's work. Also, since the partner assumes the brunt of day-to-day responsibilities for home and family issues, he/she is more available to address work-family conflicts as they arise.

The partner strongly agrees (6.76) to looking forward to the driver's return home. However, the partner's mean score is slightly lower in this area, perhaps because the reunion changes family power structure, routine, and dynamics.

In the area of control, partners tend to feel that drivers have more control over their work responsibilities (5.16). This may be an economic and job-security issue as well, where the driver feels obligated to take every available job run.

The partner (5.09) indicated an awareness of how the trucking occupation would effect family life. The partner's score is slightly lower possibly suggesting an awareness of how the roles and responsibilities would shift, but not fully aware of the implications that shift would make in family dynamics or personal work load.

The partner was less in agreement (5.01) as to the actual time away from home being what he/she expected. One might expect the driver to have better access to information providing a more realistic understanding of the job requirements. It also is possible that the time away was miscommunicated between company, driver, and/or partner.

### ***Comparison of Driver and Partner Feelings on Work Concerns***

To assess the statistical differences between the views of driver and partner, t-tests were used to examine the difference in the means of each matched driver and partner. The authors set a significance level of  $p < .01$  for the purposes of this study, and identified 11 items that met this criteria (Table 3). All 22 items are listed in Appendix C.

Drivers tended to worry more about the family during the separations than the spouses did. In turn, the partners worried more about the driver's safety while on the road. The partners reported being more lonely than the drivers, even with a higher level of support system. This difference may indicate a desire for more time together and/or an acknowledgment of travel concerns for the driver's safety on the road. The drivers felt more strongly than partners that the truck driving lifestyle interferes with family life, possibly because of the driver's personal perspective of not being a part of daily family activities and routines.

Regarding perceptions of the driver's work interfering with family life and the driver's success in balancing work and family roles, the partner was less likely to feel the driver's work interfered with family life and more likely to feel the driver successfully balanced work and family life. This may be because the majority of partners were female and our society perceives females as essentially responsible for the home and family. The driver's lower response may be because his lifestyle doesn't reflect his own expected role in a family.

While they both were in strong agreement about partner's ability to reach the driver in an emergency, the difference in their responses was significant. The partner was significantly less confident

about the matter. However, the partner felt significantly stronger about being able to cope with any problem related to conflict between work and family responsibilities.

Partners felt significantly stronger that the supervisor's help in work-family responsibilities would influence the driver to stay on the job.

**Table 3. Comparison of Driver and Partner Feelings on Work Concerns**

Item	n	Driver		Partner		Difference	p-value
		Mean	Rank	Mean	Rank		
1. I worry about my [our] family while I am [my partner is] gone	423	5.34	6	4.00	16	1.34	0.0001
2. I worry about my [partner's] safety while [he/she is] on the road	426	4.27	17	5.49	7	-1.22	0.0001
3. I feel lonely while [my partner is] on the road	432	4.88	12	5.43	8	-0.55	0.0001
4. My [partner's] work life interferes with my [our] family	428	4.39	16	3.86	18	0.53	0.0001
5. I feel [my partner is] successful in balancing my [his/her] work and family roles	430	4.81	13	5.34	9	-0.53	0.0001
6. My partner [I] can reach me [my partner] in case of an emergency	429	6.44	2	6.07	3	0.37	0.0001
7. My partner understands what I do while I am [he/she is] on the road	438	5.44	5	5.76	5	-0.32	0.0003
8. My [partner's] supervisor is sensitive to my [our] family responsibilities	428	5.12	9	4.84	14	0.28	0.0012
9. I can cope with almost any problem related to conflicts between work and family responsibilities	431	5.26	7	5.55	6	-0.29	0.0014
10. If my [partner's] supervisor helped me [my partner] with work-family responsibilities, then I [my partner] would be more likely to stay at my [his/her] job	416	4.45	14	4.86	13	-0.41	0.0019
11. My [partner's] work schedule does not permit planning for special family events (holidays, birthdays, etc.)	434	4.45	14	4.79	15	-0.34	0.0033

***Driver Family Concerns***

To determine driver concerns about developing and maintaining an effective and responsive family environment, the authors identified family issues of possible concern to drivers and partners. The

same criteria was used for analyzing the Family Concerns in Q-3. Items with a mean score of five and above on the same seven-point scale are listed in Table 4.

**Table 4. Driver Family Concerns**

<b>Driver Concerns</b>	<b>n</b>	<b>Mean</b>
I would like to be more involved in my children’s lives	263	6.51
I like the support I get from my family	426	6.20
I adjust easily to being home with my family	429	6.19
I am satisfied with my relationship with my partner	424	6.18
I express appreciation to my partner	432	6.03
Our children are well-behaved for their ages	247	5.99
We communicate effectively when we are together	431	5.95
My partner expresses appreciation to me	431	5.88
I am satisfied with how decisions are made in our family	431	5.85
I am satisfied with our child care arrangements	140	5.83
I am satisfied with how we divide household responsibilities	429	5.56
I feel guilty about missing family activities (holidays, birthdays)	430	5.38
I am satisfied with our sexual relationship	409	5.21
I am satisfied with our method of managing money	429	5.16
I am satisfied with how our money is spent	425	5.14
I understand our benefits in general	424	5.13

Family concerns listed in the questionnaire can be grouped in four general categories: 1) household management, 2) relationships and communication, 3) children, and 4) support systems.

*Household management*

Drivers report general satisfaction with family management concerns. They report satisfaction with how decisions are made (5.85) and the division of household responsibilities (5.56). Although to a lesser degree, they are also satisfied with their family’s method of managing money (5.15) and how the money is spent (5.13).

### *Relationships and communication*

Drivers report strong agreement in adjusting easily to being home with their family (6.19) and satisfaction with the relationship with their partner (6.18). They also feel they express appreciation to their partner (6.03) somewhat more than their partner expresses appreciation to them (5.88). They report satisfaction with their sexual relationship (5.21).

### *Children*

Drivers felt strongest about wanting to be more involved in their children's lives (6.51). They also indicated feeling guilty about missing family activities such as holidays and birthdays (5.38). Drivers appear to be satisfied with child care arrangements (5.83) and feel their children are well-behaved for their ages (5.99).

### *Support systems*

The only item relating to support systems with a driver mean score of more than 5, concerned the support received from their family. They strongly agreed on this item (6.20). Having close friends outside the family (4.37) and a strong spiritual faith (4.65) were not nearly as predominant. (See Appendix C)

### ***Partner Response to Family Concerns***

When compared to the drivers' high mean scores, several differences in perception about home and family life are identified (Table 5).

### *Household management*

Partners reported lower satisfaction than drivers on all five household management concerns. Their only mean score above 5 was level of satisfaction with how decisions were made in the family (5.65). They were not as satisfied with division of household responsibilities (4.77), method of managing money (4.91), and how the money is spent (4.85). They also reported less general understanding about their benefits (4.98). Partners may resent bearing the brunt of household responsibilities because of the

driver's extended physical absences. Their lower level of satisfaction about money may indicate feeling less control than they want.

#### *Relationships and communication*

Partners felt they expressed appreciation to the driver (6.03) as their highest ranking. However, the partners indicated a lower level (5.58) of expressed appreciation from drivers. This may mean appreciation is not interpreted or expressed in like ways between partner and driver. Partners indicate less effective communication (5.81) when they are together. They also report more difficulty adjusting to the driver's return home (5.93). This difficulty may be attributed to control issues or general interruption of plans. Since time together at home is limited and hard to predict, quick role-changing may be harder for the partner. The literature review indicated the reunion of the absent partner into the family's daily routines created stress. In this study, age and length of marriage for most partners indicate maturity and experience that may have produced positive coping skills.

#### *Children*

The partners wanted drivers to be more involved in their children's lives (5.92), although drivers felt stronger about it. This may be due to the partner filling the roles of both parents during the driver's absence and transition may be difficult for children when the driver returns. Issues of discipline, authority, and sharing limited time together may be explanations for the lower response. The partner indicates a higher level of disappointment about the driver missing family activities (5.74). Most partners felt their children were well-behaved for their ages and seemed to be satisfied with the child care arrangements, which agrees with the drivers' responses.

#### *Support systems*

Although partners reported satisfaction (5.42) with the support from their family, it was to a lesser degree than the drivers. However, in the two support-related items that drivers ranked below 5, partners'



rankings were above 5. The reported close friends outside the family (5.18) and a strong spiritual faith (5.26). See Appendix C

**Table 5. Partner Response to Family Concerns**

<b>Partner Response</b>	<b>n</b>	<b>Mean</b>
I would like my partner to be more involved in our children’s lives	263	5.92
I like the support I get from my family	426	5.42
I adjust easily to my partner being home with our family	429	5.93
I am satisfied with my relationship with my partner	424	6.03
I express appreciation to my partner	432	6.03
Our children are well-behaved for their ages	247	6.03
We communicate effectively when we are together	431	5.81
My partner expresses appreciation to me	431	5.58
I am satisfied with how decisions are made in our family	431	5.65
I am satisfied with our child care arrangements	140	5.72
I am satisfied with how we divide household responsibilities	429	4.77
I feel badly about my partner missing family activities (holidays, birthdays, etc.)	430	5.74
I am satisfied with our sexual relationship	409	5.26
I am satisfied with our method of managing money	429	4.91
I am satisfied with how our money is spent	425	4.85
I understand our benefits in general	424	4.98

***Comparison of Driver and Partner Family Concerns***

To assess statistical differences between the driver and partner perceptions and expectations, a t-test was used (Table 6). The authors set a significance level of  $p < .01$ , consistent with the previous section. Of the 26 family concerns, 11 were statistically significant between driver and partner. Refer to Appendix C for the remainder of the items.

**Table 6. Comparison of Driver and Partner Family Concerns**

Item	n	Driver		Partner		Difference	p-value
		Mean	Rank	Mean	Rank		
1. I feel pressure from family members [I would like my partner] to be more involved in family activities or responsibilities	425	3.77	24	5.17	15	-1.40	0.0001
2. I have close friends outside my family	429	4.37	22	5.18	14	-0.81	0.0001
3. I am satisfied with how we divide household responsibilities	429	5.56	11	4.77	21	0.79	0.0001
4. I like the support I get from my family	426	6.20	2	5.42	11	0.78	0.0001
5. I have a strong spiritual faith	428	4.65	19	5.26	12	-0.61	0.0001
6. I would like [my partner] to be more involved in my [our] children's lives	263	6.51	1	5.92	5	0.59	0.0001
7. I feel guilty [badly] about [my partner] missing family activities (holidays, birthdays, etc.)	430	5.38	12	5.74	7	-0.36	0.0004
8. My partner expresses appreciation to me	431	5.88	8	5.58	10	0.30	0.0008
9. I adjust easily to [my partner] being home with my [our] family	429	6.19	3	5.93	4	0.26	0.0016
10. I am satisfied with how our money is spent	425	5.14	15	4.85	19	0.29	0.0042
11. I am satisfied with how decisions are made in our family	431	5.85	9	5.65	9	0.20	0.0080

*Household management*

The management issue of most significant difference was division of household responsibilities. Partners (4.77) were much less satisfied than drivers (5.56). This may reflect stereotypic expectations of male/female household roles. When the driver is gone, all household tasks and responsibilities fall to the partner. When the driver returns, the partner may expect him to participate in household duties more than he does. Other management issues of significant difference were how money was spent and decisions

made. In both cases the driver was significantly more satisfied than the partner. Issues here could be money the driver spends while on the road and the partner's having to make day-to-day and emergency decisions on her own.

#### *Relationships and communication*

The pair's perception of receiving appreciation by the other differs significantly. Drivers feel partners express appreciation (5.88) more than partners feel appreciated by drivers (5.58). This may reflect general male/female differences in expectations and definitions of expressing appreciation. The reunion transition seems more easily made by the driver (6.19) than the partner (5.93). This reinforces the literature concerning the transfer of power upon reunion and the struggle to redefine roles and responsibilities. Their satisfaction levels about their marriage, sexual relationship, child behaviors, and child care arrangements are not statistically different.

#### *Children*

Partners wanting drivers to be more involved in family activities (5.17) did not translate into the drivers feeling pressured to be involved (3.77). Drivers indicate a strong desire (6.51) to be more involved in their children's lives, and partners show less support (5.92) for the driver's involvement. About the driver missing family activities, the partner felt worse (5.74) about it than the driver felt guilty (5.38). These results seem to indicate they each recognize and accept job-induced time constraints, yet wish it to be different. Drivers may deem daily family activities as important as special occasions. Partners may perceive the driver's role with the children as less important or even as an interruption to established routines and interactions.

#### *Support systems*

Not surprisingly, partners indicated a higher level (5.18) of close friends outside of family than the driver (4.37). Though both driver and partner indicate that they like the support they get from their family, drivers indicate a more positive attitude toward that support (6.20) than partners (5.42). This might

typically be reflective of the amount of time spent together as a family unit. Partners report a more positive attitude depicting a strong spiritual faith (5.26), which may also serve as a support for them while the driver is on the road. Drivers report less support from a spiritual faith (4.65).

***Informational Needs***

A separate section, Q-5, on “Information Needs” assessed concerns of drivers and partners.

Table 7 lists topics identified by either partner or driver resulting in a mean score above 5 on the seven-point scale. The other items are listed in Appendix C.

**Table 7. Topics of Concern**

<b>Topic</b>	<b>Driver</b>	<b>Partner</b>
Financial planning for retirement	5.49	5.25
Saving and Investment	5.47	5.25
Getting the most for your money	5.48	5.38
Information on the trucking firm’s support system	5.03	(4.87)
Ideas for spending less	(4.94)	5.00

All topics relate to managing money except for specific information about the firm’s support system. As reported earlier, drivers main source of support was through their family as opposed to friends or spiritual avenues. It seems they may tap into support offered by the company.

***Method of Receiving Information***

Of 16 listed alternatives for receiving information, three resulted in mean scores of five or above on a 7-point scale for both drivers and partners (Table 8). Appendix C provides the complete list of alternatives and mean scores.

Both partners and drivers preferred educational material sent directly to their homes. This data is important for the implementation of this study’s results.

**Table 8. Informational Methods**

<b>Information Route</b>	<b>Driver</b>	<b>Partner</b>
Paycheck enclosures	5.29	5.06
Toll-free telephone assistance	5.57	5.65
Newsletter sent to home	5.69	5.77

### **Summary**

As one of the largest employers in the nation, the trucking industry's work environment impacts many families, particularly the families of over-the-road (truckload) drivers. Aspects of the job posing particular challenges to family cohesiveness include being gone from home for weeks at a time, irregular and often unpredictable schedules, and fluctuating pay.

Driver turnover of 70-100 percent is common in the industry. Previous research attributes this to a combination of many factors, including absence from home. Companies that ignore this desire to get home send a signal of little concern for the individual and their family.

The most closely related available research data addressing work induced separations and its effect on the family pertained to the military, and the trucking industry recruits heavily from the military. Military research identifies independence and coping skills of the person at home as important factors in the success of the employee. The spouse/partner characteristics and influences on the driver may be an area companies have overlooked in the area of driver retention.

This project involved responses of 444 nationwide commercial vehicle drivers and their partners. The purpose was:

- (1) To more clearly define the working environment of long distance trucking, with particular attention to the relationship between this working environment and the driver's family environment;

- (2) To determine the problems drivers have in developing and maintaining an effective and responsive family environment;
- (3) To assess the driver's and spouse's/partner's perceptions and expectations of a family;
- (4) To identify family and work concerns where differences in driver and partner feelings or attitudes about work and family were statistically significant; and
- (5) To define the types of intervention materials/programs that will assist trucking company management in improving the family life of drivers, thus increasing employee retention.

### ***Methodology***

Data was collected through a mail questionnaire. A random sample of 2,650 drivers of a national trucking company were mailed two questionnaires, one for the driver and one for the spouse/partner. The questionnaires differed only in phrasing to make sense for either driver or spouse/partner. They were instructed to complete the questionnaires independently and with no discussion. Drivers without a spouse/partner were asked to return an enclosed postcard indicating the survey was not applicable. Response rate was between 22.9 percent and 29.8 percent depending on the determination method. The data analysis consisted only of the 444 matched pairs. Most items were measured on a 7-point Lickert Scale by the Statistical Analysis System.

### ***Respondents***

The 444 matched pairs represented a random sample of one particular company. Respondent characteristics were:

- Most (98 percent) drivers were male, and most (91 percent) were married
- The majority (70 percent) of drivers and partners were in midlife (ages 30-49)
- Fifty-three percent of the drivers had been driving less than two years and only 15 percent had more than six years experience

- This sample was more educated than the general population which could be the result of self selection in completing the questionnaire
- Most had been married or involved in the current relationship for longer than they had been driving (27 percent for one to six years, 18 percent 7 to 10 years and 51 percent for more than 10 years).
- Children of the truck drivers were school age or younger (82 percent)
- More than half (53 percent) the partners worked outside the home.
- A majority of drivers and partners (54 percent) reported a joint income of \$30-50,000.

### ***Significant Findings***

#### *In the Area of Work Concerns*

The following items were identified by the mean score of five or higher on a 7-point Likert-type scale. Both drivers and partners look forward to the reunion. Drivers tended to worry more about the family while they were gone than the spouses did. In turn, the partners worried more about the driver's safety while on the road. The partner at home expresses being lonelier than the driver which may reflect the independent nature of the drivers. A rather surprising fact was, the partners felt that the drivers work life interfered less with the family than the driver reported. The driver perceived that he was less successful in balancing his work and family roles than his partner perceived him being. This may be because the majority of partners were female and our society perceives females as essentially responsible for the home and family. The partner felt that the supervisor was not as understanding to work and family issues as the driver did.

#### *In the Area of Family Concerns*

The drivers indicate a strong desire to be more involved in their children's lives and the partners showed significantly less support for the drivers involvement. Partners wanted drivers to be more involved in family activities, but that did not translate into the drivers feeling pressured to be involved.

About the driver missing family activities, the partner felt more badly about it than the driver felt guilty. These results seem to indicate they each recognize and accept job-induced time constraints, yet wish it to be different. Drivers may deem daily family activities as important as special occasions. Partners may perceive the driver's role with the children as less important or even as an interruption to established routines and interactions.

The partners report a closer relationship with friends outside their family and a stronger spiritual faith than the drivers. They also express significantly less satisfaction with the family's decision making methods, money management and division of household responsibility than the driver does.

Both driver and partner indicate that they would like to have additional information in the areas of planning for retirement, savings and investments, and getting the most for their money. Their preferences for receiving information were by newsletter sent to their home, toll-free telephone assistance or paycheck enclosures.

### ***Implications***

In this study, the authors are aware of faults in the research procedure. The size of the random sample was ideally too large, which made follow-up too cumbersome and costly for a higher return rate. This problem makes it impossible to generalize to all commercial vehicle drivers and their families, but does allow us to summarize and assist those families identified. It is noteworthy that the literature supports many of the issues even though the low return cannot be generalized to all the commercial vehicle driving families.

Asking about prior employment, particularly the military, and if the relocation was job-related would have provided additional insight.

Additional analysis of this data would include the relationships between the length of time driving professionally, the number of days on the road at a time, the number of years married, and the age and number of children as variables on the stated work and family concerns.



Despite flaws in the research process, the study confirms several important factors. Griffin's (1993) benchmark study, which indicated 82 percent of all drivers desired more training in managing family issues while away from home, has been expanded through this study to more clearly define those issues. The data clearly identified concerns about financial security and retirement, perhaps because most drivers were over 40 and not vested in a pension.

### ***Recommendations***

Family related information would help support drivers and their families. Specific topics should include financial management, decision making, sharing household responsibilities, and improving communication skills. "Managing Family Issues" information would strengthen a driver training program.

This endeavor would be a preventative measure in preparing drivers, partners and children for this particular lifestyle.

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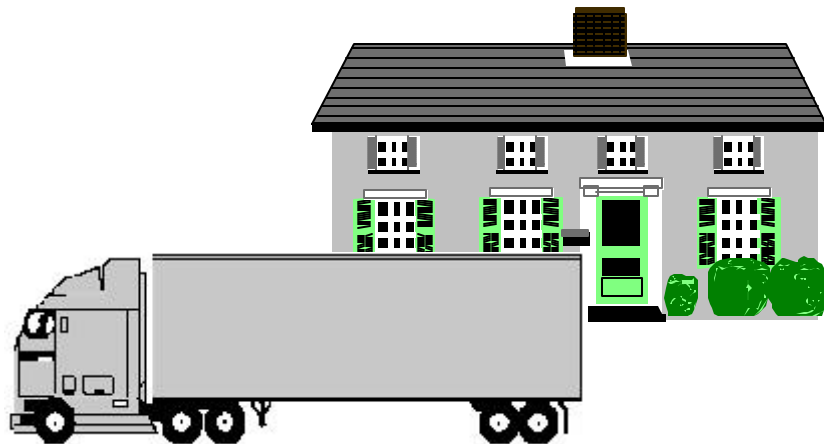
## **Appendix A**

### Driver Survey



# DRIVER SURVEY

## Driver Associate Family Issues Assessment



May 1995

# Instructions

1. *If you are not currently married nor living with someone, please return the enclosed postcard and disregard this survey.*
2. *Please read and answer all questions carefully.*
3. *Select the response that best represents your attitudes. There is no right or wrong answer.*
4. *When the word **partner** is used, it is referring to your spouse or the person with whom you are living.*
5. ***Do not** put your name on this questionnaire to ensure confidentiality.*
6. *When you have finished, place this questionnaire in the business reply envelope. You do not need a stamp to mail this.*
7. *Please **return this questionnaire as soon as possible**.*
8. *Feel free to use any white space as well as the back of this questionnaire for any comments you may have.*

**ALL RESPONSES AND COMMENTS ARE CONFIDENTIAL**

**THANK YOU FOR YOUR HELP**

*If you have any questions or concerns regarding this questionnaire, please call Melinda Hill with Ohio State University Extension at (216) 264-8722 or Brenda Lantz with the Upper Great Plains Transportation Institute at (701) 231-7766.*



***This questionnaire will determine concerns and informational needs of trucking families. The questions are designed to measure attitudes about managing family issues within the trucking lifestyle. The results will be used to help us develop support materials for you and your family.***

**Q-1. ARE YOU CURRENTLY A DRIVER OR THE SPOUSE/PARTNER OF A DRIVER? (circle number)**

1. Driver (please continue to the next question)
2. Spouse/Partner of a driver (this is the DRIVER survey, please use the other survey enclosed)

## ***Work Concerns***

**Q-2. PLEASE CIRCLE THE NUMBER WHICH BEST DESCRIBES YOUR FEELINGS REGARDING THE FOLLOWING WORK CONCERNS. THE SCALE IS 1-7 WITH 1 INDICATING STRONG *DISAGREEMENT* WITH THE STATEMENT AND 7 INDICATING STRONG AGREEMENT.**

		Strongly Disagree					Strongly Agree	
		1	2	3	4	5	6	7
1.	I understand what my partner does while I am on the road	1	2	3	4	5	6	7
2.	My partner understands what I do while I am on the road	1	2	3	4	5	6	7
3.	I feel lonely while on the road	1	2	3	4	5	6	7
4.	I look forward to coming home to my family after a run	1	2	3	4	5	6	7
5.	My supervisor is sensitive to my family responsibilities	1	2	3	4	5	6	7
6.	I feel I have control within my work responsibilities	1	2	3	4	5	6	7
7.	My work schedule does not permit planning for special family events (holidays, birthdays, etc.)	1	2	3	4	5	6	7
8.	My partner and I communicate effectively while I am on the road	1	2	3	4	5	6	7
9.	My partner can reach me in case of an emergency	1	2	3	4	5	6	7
10.	I look forward to getting on the road again because life at home is stressful	1	2	3	4	5	6	7
11.	I am satisfied with my eating habits while on the road	1	2	3	4	5	6	7
12.	I worry about my family while I am gone	1	2	3	4	5	6	7
13.	I worry about my safety while on the road	1	2	3	4	5	6	7
14.	My work life interferes with my family	1	2	3	4	5	6	7
15.	My family life interferes with my work	1	2	3	4	5	6	7
16.	I can cope with almost any problem related to conflicts between work and family responsibilities	1	2	3	4	5	6	7

		Strongly Disagree					Strongly Agree	
17.	I feel successful in balancing my work and family roles	1	2	3	4	5	6	7
18.	I was prepared for how the job would effect my family life	1	2	3	4	5	6	7
19.	If my supervisor helped me with work-family responsibilities, then I would be more likely to stay at my job	1	2	3	4	5	6	7
20.	The actual time away from home is what I expected it to be	1	2	3	4	5	6	7
21.	I am fairly compensated for the trucking lifestyle	1	2	3	4	5	6	7
22.	I am satisfied with the opportunities to maintain my physical fitness	1	2	3	4	5	6	7

## Family Concerns

**Q-3. ON THE SAME 1-7 SCALE, PLEASE CIRCLE THE NUMBER WHICH BEST DESCRIBES YOUR ATTITUDES ABOUT THE FOLLOWING FAMILY CONCERNS.**

		Strongly Disagree					Strongly Agree	
1.	I like the support I get from my family	1	2	3	4	5	6	7
2.	I have close friends outside my family	1	2	3	4	5	6	7
3.	I am satisfied with my relationship with my partner	1	2	3	4	5	6	7
4.	I feel pressure from family members to be more involved in family activities or responsibilities	1	2	3	4	5	6	7
5.	I feel guilty about missing family activities (holidays, birthdays, etc.)	1	2	3	4	5	6	7
6.	Money is a source of conflict in our family	1	2	3	4	5	6	7
7.	I am satisfied with our method of managing money	1	2	3	4	5	6	7
8.	I am satisfied with our sexual relationship	1	2	3	4	5	6	7
9.	We communicate effectively when we are together	1	2	3	4	5	6	7
10.	I am satisfied with how decisions are made in our family	1	2	3	4	5	6	7
11.	I am satisfied with how we divide household responsibilities	1	2	3	4	5	6	7
12.	I am satisfied with our method of saving money	1	2	3	4	5	6	7



		Strongly Disagree					Strongly Agree	
13.	I am satisfied with how our money is spent	1	2	3	4	5	6	7
14.	I worry about paying the bills	1	2	3	4	5	6	7
15.	I understand our medical insurance coverage	1	2	3	4	5	6	7
16.	I understand our benefits in general	1	2	3	4	5	6	7
17.	We practice special routines or traditions	1	2	3	4	5	6	7
18.	I express appreciation to my partner	1	2	3	4	5	6	7
19.	My partner expresses appreciation to me	1	2	3	4	5	6	7
20.	I have a strong spiritual faith	1	2	3	4	5	6	7
21.	My partner and I share a similar spiritual faith	1	2	3	4	5	6	7
22.	I adjust easily to being home with my family	1	2	3	4	5	6	7

		Strongly Disagree					Strongly Agree		Not Applicable
23.	I am satisfied with our child care arrangements	1	2	3	4	5	6	7	8
24.	Our children are well-behaved for their ages	1	2	3	4	5	6	7	8
25.	I would like to be more involved in my children's lives	1	2	3	4	5	6	7	8
26.	Disciplining children is a source of conflict in my family	1	2	3	4	5	6	7	8

## Decision-Making

### Q-4. PLEASE CIRCLE THE NUMBER THAT BEST DESCRIBES WHO MAKES DECISIONS ABOUT THE FOLLOWING:

		Together Mostly	Myself Mostly	Partner Mostly	Separate for Each	Not Applicable
1.	Purchases under \$100	1	2	3	4	5
2.	Purchases \$101-\$500	1	2	3	4	5
3.	Purchases over \$500	1	2	3	4	5
4.	Setting the overall budget	1	2	3	4	5
5.	Leftover money	1	2	3	4	5
6.	Investments	1	2	3	4	5
7.	How to spend time together	1	2	3	4	5

		Together Mostly	Myself Mostly	Partner Mostly	Separate for Each	Not Applicable
8.	Child-rearing methods	1	2	3	4	5
9.	Where the children attend school	1	2	3	4	5
10.	Choice of doctors/dentists	1	2	3	4	5
11.	Household repair/upkeep	1	2	3	4	5
12.	Automobile maintenance	1	2	3	4	5
13.	Insurance coverage	1	2	3	4	5
14.	Where I work	1	2	3	4	5
15.	Where my partner works	1	2	3	4	5
16.	Using credit	1	2	3	4	5
17.	Vacations	1	2	3	4	5
18.	Automobile purchases	1	2	3	4	5
19.	Where we live	1	2	3	4	5
20.	Emergency situations	1	2	3	4	5

## Informational Needs

**Q-5. PLEASE CIRCLE THE NUMBER WHICH INDICATES HOW USEFUL ADDITIONAL INFORMATION WOULD BE IN THE FOLLOWING AREAS. IN ADDITION, PLEASE MARK THE LAST COLUMN IF IT WOULD BE MORE HELPFUL TO RECEIVE THE INFORMATION THROUGH PERSONAL CONTACT.**

		Not at all Useful					Very Useful		Personal Contact?
		1	2	3	4	5	6	7	
1.	Strengthening relationship with partner	1	2	3	4	5	6	7	
2.	Handling disagreements	1	2	3	4	5	6	7	
3.	Improving communication with partner	1	2	3	4	5	6	7	
4.	Ways to stay in touch while on the road	1	2	3	4	5	6	7	
5.	Family decision-making methods	1	2	3	4	5	6	7	
6.	Caring for elderly family members	1	2	3	4	5	6	7	
7.	Strengthening parent/child communication	1	2	3	4	5	6	7	
8.	Disciplining children	1	2	3	4	5	6	7	
9.	Improving self-esteem	1	2	3	4	5	6	7	
10.	Managing credit	1	2	3	4	5	6	7	
11.	Financial planning for retirement	1	2	3	4	5	6	7	

		Not at all Useful							Very Useful	Personal Contact?
		1	2	3	4	5	6	7		
12.	Saving and investment	1	2	3	4	5	6	7		
13.	Family and personal budgeting and record keeping	1	2	3	4	5	6	7		
14.	Managing time	1	2	3	4	5	6	7		
15.	Dividing household responsibilities	1	2	3	4	5	6	7		
16.	Evaluating professional services for the home (lawn care, housecleaning, etc.)	1	2	3	4	5	6	7		
17.	Do-it-yourself home repair and maintenance	1	2	3	4	5	6	7		
18.	Ideas for spending less	1	2	3	4	5	6	7		
19.	Getting the most for your money	1	2	3	4	5	6	7		
20.	Managing a fluctuating income	1	2	3	4	5	6	7		
21.	Understanding health insurance coverage and filing claims	1	2	3	4	5	6	7		
22.	Preparing a tax return	1	2	3	4	5	6	7		
23.	Selecting/preparing nutritious foods	1	2	3	4	5	6	7		
24.	Information on physical fitness	1	2	3	4	5	6	7		
25.	Clothing care	1	2	3	4	5	6	7		
26.	Creating a non-driving partner support system	1	2	3	4	5	6	7		
27.	Information on this company's support system	1	2	3	4	5	6	7		
28.	Access to community resources (financial assistance, employment assistance, substance abuse assistance)	1	2	3	4	5	6	7		

## Communication

**Q-6. HOW WOULD YOU LIKE TO RECEIVE INFORMATION ABOUT MANAGING PERSONAL AND FAMILY ISSUES? (circle number)**

		Really Dislike					Really Like	
		1	2	3	4	5	6	7
1.	Newsletter sent to your home	1	2	3	4	5	6	7
2.	Newsletter available at operating centers	1	2	3	4	5	6	7
3.	Paycheck enclosures	1	2	3	4	5	6	7
4.	Toll-free telephone assistance	1	2	3	4	5	6	7
5.	Handouts/flyers at operating centers	1	2	3	4	5	6	7

		Really Dislike					Really Like	
6.	Bulletin board notices	1	2	3	4	5	6	7
7.	Videotapes at operating centers	1	2	3	4	5	6	7
8.	Videotapes sent to your home	1	2	3	4	5	6	7
9.	Recorded telephone messages	1	2	3	4	5	6	7
10.	Audio cassette tapes	1	2	3	4	5	6	7
11.	At-home/on-the-road study series	1	2	3	4	5	6	7
12.	Workshops as a family	1	2	3	4	5	6	7
13.	Personal contact at operating centers	1	2	3	4	5	6	7
14.	Training session at a location near your home	1	2	3	4	5	6	7
15.	Personal contact in a local setting / local support group	1	2	3	4	5	6	7
16.	Separate mailing to your partner	1	2	3	4	5	6	7

## Leisure Time

**Q-7. PLEASE INDICATE HOW YOU LIKE TO SPEND YOUR LEISURE TIME. (circle number)**

		Really Dislike					Really Like	
1.	Attend sporting events	1	2	3	4	5	6	7
2.	Go to movies	1	2	3	4	5	6	7
3.	Go to restaurants / nightclubs	1	2	3	4	5	6	7
4.	Go on weekend get-aways	1	2	3	4	5	6	7
5.	Attend music concerts	1	2	3	4	5	6	7
6.	Go to the theater	1	2	3	4	5	6	7
7.	Go dancing	1	2	3	4	5	6	7
8.	Bowling	1	2	3	4	5	6	7
9.	Golfing	1	2	3	4	5	6	7
10.	Tennis	1	2	3	4	5	6	7
11.	Fishing	1	2	3	4	5	6	7
12.	Hunting	1	2	3	4	5	6	7
13.	Participate in team sports	1	2	3	4	5	6	7
14.	Camping	1	2	3	4	5	6	7

		Really Dislike					Really Like	
		1	2	3	4	5	6	7
15.	Shopping	1	2	3	4	5	6	7
16.	Crafts (woodworking, quilting, etc.)	1	2	3	4	5	6	7
17.	Reading	1	2	3	4	5	6	7
18.	Cooking	1	2	3	4	5	6	7
19.	Photography	1	2	3	4	5	6	7
20.	Home repairs	1	2	3	4	5	6	7
21.	Church activities	1	2	3	4	5	6	7
22.	Community events	1	2	3	4	5	6	7
23.	Children's activities	1	2	3	4	5	6	7
24.	Skating	1	2	3	4	5	6	7
25.	Bicycling	1	2	3	4	5	6	7
26.	Walking / jogging	1	2	3	4	5	6	7
27.	Swimming	1	2	3	4	5	6	7
28.	Boating	1	2	3	4	5	6	7
29.	Gardening	1	2	3	4	5	6	7
30.	Visiting with friends/relatives	1	2	3	4	5	6	7

**Q-8. PLEASE CIRCLE THE NUMBER THAT BEST DESCRIBES HOW YOU AND/OR YOUR PARTNER SPEND YOUR LEISURE TIME THE MAJORITY OF THE TIME.**

		We do together	I do without partner	Partner does without me	Each do, but not together	Neither of us do
1.	Attend sporting events	1	2	3	4	5
2.	Go to movies	1	2	3	4	5
3.	Go to restaurants / nightclubs	1	2	3	4	5
4.	Go on weekend get-aways	1	2	3	4	5
5.	Attend music concerts	1	2	3	4	5
6.	Go to the theater	1	2	3	4	5
7.	Go dancing	1	2	3	4	5
8.	Bowling	1	2	3	4	5
9.	Golfing	1	2	3	4	5
10.	Tennis	1	2	3	4	5
11.	Fishing	1	2	3	4	5

		We do together	I do without partner	Partner does without me	Each do, but not together	Neither of us do
12.	Hunting	1	2	3	4	5
13.	Participate in team sports	1	2	3	4	5
14.	Camping	1	2	3	4	5
15.	Shopping	1	2	3	4	5
16.	Crafts (woodworking, quilting, etc.)	1	2	3	4	5
17.	Reading	1	2	3	4	5
18.	Cooking	1	2	3	4	5
19.	Photography	1	2	3	4	5
20.	Home repairs	1	2	3	4	5
21.	Church activities	1	2	3	4	5
22.	Community events	1	2	3	4	5
23.	Children's activities	1	2	3	4	5
24.	Skating	1	2	3	4	5
25.	Bicycling	1	2	3	4	5
26.	Walking / jogging	1	2	3	4	5
27.	Swimming	1	2	3	4	5
28.	Boating	1	2	3	4	5
29.	Gardening	1	2	3	4	5
30.	Visiting with friends/relatives	1	2	3	4	5

## ***Demographics***

**Q-9. ARE YOU?** (circle number)

1. Male
2. Female

**Q-10. ARE YOU CURRENTLY?** (circle number)

1. Married
2. Living with partner, but not married
3. Single (not currently married nor living with someone)

**Q-11. HOW LONG HAVE YOU DRIVEN PROFESSIONALLY?(circle number)**

1. Less than 3 months
2. 3 - 6 months
3. 7 - 11 months
4. 1 - 2 years
5. 3 - 5 years
6. 6 - 10 years
7. Over 10 years

**Q-12. HOW LONG HAVE YOU BEEN DRIVING FOR THIS COMPANY? (circle number)**

1. Less than 3 months
2. 3 - 6 months
3. 7 - 11 months
4. 1 - 2 years
5. 3 - 5 years
6. 6 - 10 years
7. Over 10 years

**Q-13. HOW FAR DO YOU LIVE FROM YOUR OPERATING CENTER? (circle number)**

1. 0 - 50 miles
2. 51 - 100 miles
3. 101 - 200 miles
4. Over 200 miles

**Q-14. ON AVERAGE, HOW LONG ARE YOU ON THE ROAD AT A TIME? (circle number)**

1. Days only
2. 1 - 3 days
3. 4 - 6 days
4. Gone 1 weekend
5. Gone 2 weekends
6. Gone 3 weekends
7. Gone a month or more

**Q-15. HAS YOUR PARTNER GONE WITH YOU ON THE ROAD WITHIN THE LAST TWO YEARS? (circle number)**

1. No
2. Yes (How often? \_\_\_\_\_ )
3. Currently driving as a team

**Q-16. WHAT IS YOUR PRESENT AGE? (circle number)**

1. Under 25 years
2. 25 - 29 years
3. 30 - 34 years
4. 35 - 39 years
5. 40 - 44 years
6. 45 - 49 years
7. 50 - 54 years
8. 55 - 59 years
9. 60 years or older

**Q-17. WHAT IS YOUR HIGHEST LEVEL OF EDUCATION?** (circle number)

1. Less than high school
2. High school diploma
3. Technical school
4. Some college
5. College degree
6. Graduate school

**Q-18. HOW LONG HAVE YOU BEEN MARRIED TO OR LIVING WITH YOUR CURRENT PARTNER?** (circle number)

1. Less than 1 year
2. 1 - 3 years
3. 4 - 6 years
4. 7 - 10 years
5. 11 - 15 years
6. 16 - 20 years
7. 21 - 25 years
8. 26 years or more

**Q-19. HAVE YOU BEEN MARRIED BEFORE?** (circle number)

1. No
2. Yes

**Q-20. OF THE PEOPLE LIVING IN YOUR HOUSEHOLD, HOW MANY PERSONS DO YOU HAVE IN THE FOLLOWING CATEGORIES? (DO NOT COUNT YOURSELF OR YOUR PARTNER)**

1. How many children *under 1 year of age*? \_\_\_\_\_
2. How many children *1 year through 6 years*? \_\_\_\_\_
3. How many children *7 years through 13 years*? \_\_\_\_\_
4. How many children *14 years through 18 years*? \_\_\_\_\_
5. How many dependents *over 18 years of age*? \_\_\_\_\_

**Q-21. IS YOUR PARTNER EMPLOYED OUTSIDE THE HOME?** (circle number)

1. No
2. Yes (Approximately how many hours per week? \_\_\_\_\_ )

**Q-22. WHAT IS YOUR JOINT GROSS ANNUAL HOUSEHOLD INCOME?** (circle number)

1. Less than \$20,000
2. \$20,001 - \$29,999
3. \$30,000 - \$39,999
4. \$40,000 - \$49,999
5. \$50,000 - \$59,999
6. \$60,000 - \$69,999
7. More than \$70,000



**Q-23. HAVE YOU OR YOUR PARTNER EXPERIENCED ANY OF THE FOLLOWING DURING THE LAST 12 MONTHS? (circle all that apply)**

- |  |                             |
|--|-----------------------------|
| 1. Birth of a child                    | 5. Marital separation       |
| 2. Marriage                            | 6. Purchasing a home        |
| 3. Death of a family member            | 7. Serious accident/illness |
| 4. Adult child returning home          | 8. Financial problems       |
| 9. Loss of a job (laid off/terminated) |                             |

**Q-24. IN WHAT STATE DO YOU RESIDE? \_\_\_\_\_**

**Q-25. HOW LONG HAVE YOU LIVED IN YOUR CURRENT LOCATION? (circle number)**

1. Less than 1 year
2. 1 - 3 years
3. 4 - 6 years
4. 7 - 10 years
5. 11 - 15 years
6. 16 - 20 years
7. 21 - 25 years
8. 26 years or more

**Q-26. DO YOU HAVE CLOSE FRIENDS OR FAMILY NEAR BY WHO OFFER SUPPORT? (circle number)**

1. No
2. Yes

**Q-27. WHAT TIPS MIGHT YOU GIVE A NEW DRIVER AND/OR HIS/HER FAMILY ABOUT HANDLING PERSONAL AND FAMILY ISSUES WHILE THE DRIVER IS AWAY FROM HOME?**

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**Q-28. WHAT IS YOUR OPINION OF THE USEFULNESS OF THIS SURVEY?**

Not useful

Very useful

1

2

3

4

5

6

7

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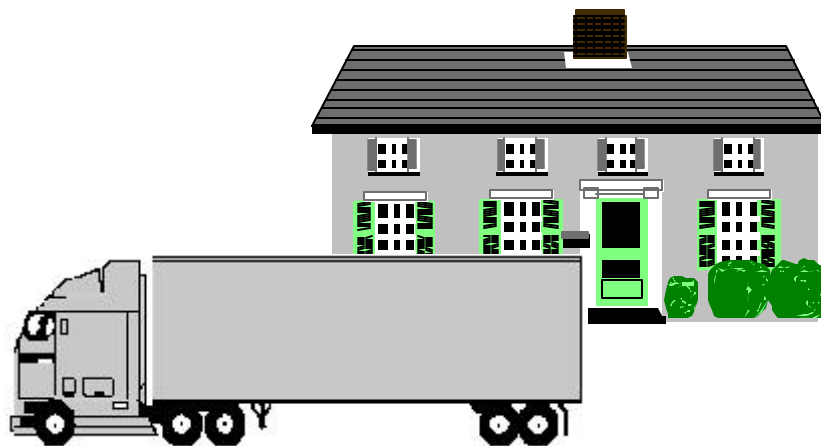
## **Appendix B**

### Partner Survey



# **PARTNER SURVEY**

## **Driver Associate Family Issues Assessment**



**May 1995**

# Instructions

1. **If you are not currently married nor living with someone**, please return the enclosed postcard and disregard this survey.
2. Please read and answer all questions carefully.
3. Select the response that best represents your attitudes. There is no right or wrong answer.
4. When the word **partner** is used, it is referring to your spouse or the person with whom you are living.
5. **Do not** put your name on this questionnaire to ensure confidentiality.
6. When you have finished, place this questionnaire in the business reply envelope. You do not need a stamp to mail this.
7. Please **return this questionnaire as soon as possible**.
8. Feel free to use any white space as well as the back of this questionnaire for any comments you may have.

**ALL RESPONSES AND COMMENTS ARE CONFIDENTIAL**

**THANK YOU FOR YOUR HELP**

*If you have any questions or concerns regarding this questionnaire, please call Melinda Hill with Ohio State University Extension at (216) 264-8722 or Brenda Lantz with the Upper Great Plains Transportation Institute at (701) 231-7766.*



***This questionnaire will determine concerns and informational needs of trucking families. The questions are designed to measure attitudes about managing family issues within the trucking lifestyle. The results will be used to help us develop support materials for you and your family.***

**Q-1. ARE YOU CURRENTLY A SPOUSE/PARTNER OF A DRIVER OR THE DRIVER? (circle number)**

1. Spouse/Partner of a driver (please continue to next question)
2. Driver (this is the SPOUSE/PARTNER survey, please use the other survey enclosed)

## **Work Concerns**

**Q-2. PLEASE CIRCLE THE NUMBER WHICH BEST DESCRIBES YOUR FEELINGS REGARDING THE FOLLOWING WORK CONCERNS. THE SCALE IS 1-7 WITH 1 INDICATING STRONG *DISAGREEMENT* WITH THE STATEMENT AND 7 INDICATING STRONG AGREEMENT.**

		Strongly Disagree			Strongly Agree			
		1	2	3	4	5	6	7
1.	I understand what my partner does while he/she is on the road	1	2	3	4	5	6	7
2.	My partner understands what I do while he/she is on the road	1	2	3	4	5	6	7
3.	I feel lonely while my partner is on the road	1	2	3	4	5	6	7
4.	I look forward to my partner coming home to our family after a run	1	2	3	4	5	6	7
5.	My partner's supervisor is sensitive to our family responsibilities	1	2	3	4	5	6	7
6.	I feel my partner has control within his/her work responsibilities	1	2	3	4	5	6	7
7.	My partner's work schedule does not permit planning for special family events (holidays, birthdays, etc.)	1	2	3	4	5	6	7
8.	My partner and I communicate effectively while he/she is on the road	1	2	3	4	5	6	7
9.	I can reach my partner in case of an emergency	1	2	3	4	5	6	7
10.	I look forward to my partner getting on the road again because life at home is stressful when he/she is there	1	2	3	4	5	6	7
11.	I am satisfied with my partner's eating habits while on the road	1	2	3	4	5	6	7
12.	I worry about our family while my partner is gone	1	2	3	4	5	6	7
13.	I worry about my partner's safety while he/she is on the road	1	2	3	4	5	6	7
14.	My partner's work life interferes with our family	1	2	3	4	5	6	7



		Strongly Disagree					Strongly Agree	
15.	Our family life interferes with my partner's work	1	2	3	4	5	6	7
16.	I can cope with almost any problem related to conflicts between work and family responsibilities	1	2	3	4	5	6	7
17.	I feel my partner is successful in balancing work and family roles	1	2	3	4	5	6	7
18.	I was prepared for how my partner's job would effect our family life	1	2	3	4	5	6	7
19.	If my partner's supervisor helped with work-family responsibilities, then my partner would be more likely to stay at his/her job	1	2	3	4	5	6	7
20.	The actual time my partner is away from home is what I expected it to be	1	2	3	4	5	6	7
21.	My partner is fairly compensated for the trucking lifestyle	1	2	3	4	5	6	7
22.	I am satisfied with my partner's opportunities to maintain his/her physical fitness	1	2	3	4	5	6	7

## ***Family Concerns***

**Q-3. ON THE SAME 1-7 SCALE, PLEASE CIRCLE THE NUMBER WHICH BEST DESCRIBES YOUR ATTITUDES ABOUT THE FOLLOWING FAMILY CONCERNS.**

		Strongly Disagree					Strongly Agree	
1.	I like the support I get from my family	1	2	3	4	5	6	7
2.	I have close friends outside my family	1	2	3	4	5	6	7
3.	I am satisfied with my relationship with my partner	1	2	3	4	5	6	7
4.	I would like my partner to be more involved in family activities or responsibilities	1	2	3	4	5	6	7
5.	I feel badly about my partner missing family activities (holidays, birthdays, etc.)	1	2	3	4	5	6	7
6.	Money is a source of conflict in our family	1	2	3	4	5	6	7
7.	I am satisfied with our method of managing money	1	2	3	4	5	6	7
8.	I am satisfied with our sexual relationship	1	2	3	4	5	6	7
9.	We communicate effectively when we are together	1	2	3	4	5	6	7
10.	I am satisfied with how decisions are made in our family	1	2	3	4	5	6	7

		Strongly Disagree					Strongly Agree	
11.	I am satisfied with how we divide household responsibilities	1	2	3	4	5	6	7
12.	I am satisfied with our method of saving money	1	2	3	4	5	6	7
13.	I am satisfied with how our money is spent	1	2	3	4	5	6	7
14.	I worry about paying the bills	1	2	3	4	5	6	7
15.	I understand our medical insurance coverage	1	2	3	4	5	6	7
16.	I understand our benefits in general	1	2	3	4	5	6	7
17.	We practice special routines or traditions	1	2	3	4	5	6	7
18.	I express appreciation to my partner	1	2	3	4	5	6	7
19.	My partner expresses appreciation to me	1	2	3	4	5	6	7
20.	I have a strong spiritual faith	1	2	3	4	5	6	7
21.	My partner and I share a similar spiritual faith	1	2	3	4	5	6	7
22.	I adjust easily to my partner being home with our family	1	2	3	4	5	6	7

		Strongly Disagree					Strongly Agree		Not Applicable
23.	I am satisfied with our child care arrangements	1	2	3	4	5	6	7	8
24.	Our children are well-behaved for their ages	1	2	3	4	5	6	7	8
25.	I would like my partner to be more involved in our children's lives	1	2	3	4	5	6	7	8
26.	Disciplining children is a source of conflict in our family	1	2	3	4	5	6	7	8

## Decision-Making

### Q-4. PLEASE CIRCLE THE NUMBER THAT BEST DESCRIBES WHO MAKES DECISIONS ABOUT THE FOLLOWING:

		Together Mostly	Myself Mostly	Partner Mostly	Separate for Each	Not Applicable
1.	Purchases under \$100	1	2	3	4	5
2.	Purchases \$101-\$500	1	2	3	4	5
3.	Purchases over \$500	1	2	3	4	5
4.	Setting the overall budget	1	2	3	4	5

		Together Mostly	Myself Mostly	Partner Mostly	Separate for Each	Not Applicable
5.	Leftover money	1	2	3	4	5
6.	Investments	1	2	3	4	5
7.	How to spend time together	1	2	3	4	5
8.	Child-rearing methods	1	2	3	4	5
9.	Where the children attend school	1	2	3	4	5
10.	Choice of doctors/dentists	1	2	3	4	5
11.	Household repair/upkeep	1	2	3	4	5
12.	Automobile maintenance	1	2	3	4	5
13.	Insurance coverage	1	2	3	4	5
14.	Where I work	1	2	3	4	5
15.	Where my partner works	1	2	3	4	5
16.	Using credit	1	2	3	4	5
17.	Vacations	1	2	3	4	5
18.	Automobile purchases	1	2	3	4	5
19.	Where we live	1	2	3	4	5
20.	Emergency situations	1	2	3	4	5

## Informational Needs

**Q-5. PLEASE CIRCLE THE NUMBER WHICH INDICATES HOW USEFUL ADDITIONAL INFORMATION WOULD BE IN THE FOLLOWING AREAS. IN ADDITION, PLEASE MARK THE LAST COLUMN IF IT WOULD BE MORE HELPFUL TO RECEIVE THE INFORMATION THROUGH PERSONAL CONTACT.**

		Not at all Useful					Very Useful		Personal Contact?
		1	2	3	4	5	6	7	
1.	Strengthening relationship with partner	1	2	3	4	5	6	7	
2.	Handling disagreements	1	2	3	4	5	6	7	
3.	Improving communication with partner	1	2	3	4	5	6	7	
4.	Ways to stay in touch while my partner is on the road	1	2	3	4	5	6	7	
5.	Family decision-making methods	1	2	3	4	5	6	7	
6.	Caring for elderly family members	1	2	3	4	5	6	7	
7.	Strengthening parent/child communication	1	2	3	4	5	6	7	

		Not at all Useful							Very Useful	Personal Contact?
		1	2	3	4	5	6	7		
8.	Disciplining children	1	2	3	4	5	6	7		
9.	Improving self-esteem	1	2	3	4	5	6	7		
10.	Managing credit	1	2	3	4	5	6	7		
11.	Financial planning for retirement	1	2	3	4	5	6	7		
12.	Saving and investment	1	2	3	4	5	6	7		
13.	Family and personal budgeting and record keeping	1	2	3	4	5	6	7		
14.	Managing time	1	2	3	4	5	6	7		
15.	Dividing household responsibilities	1	2	3	4	5	6	7		
16.	Evaluating professional services for the home (lawn care, housecleaning, etc.)	1	2	3	4	5	6	7		
17.	Do-it-yourself home repair and maintenance	1	2	3	4	5	6	7		
18.	Ideas for spending less	1	2	3	4	5	6	7		
19.	Getting the most for your money	1	2	3	4	5	6	7		
20.	Managing a fluctuating income	1	2	3	4	5	6	7		
21.	Understanding health insurance coverage and filing claims	1	2	3	4	5	6	7		
22.	Preparing a tax return	1	2	3	4	5	6	7		
23.	Selecting/preparing nutritious foods	1	2	3	4	5	6	7		
24.	Information on physical fitness	1	2	3	4	5	6	7		
25.	Clothing care	1	2	3	4	5	6	7		
26.	Creating a non-driving partner support system	1	2	3	4	5	6	7		
27.	Information on this company's support system	1	2	3	4	5	6	7		
28.	Access to community resources (financial assistance, employment assistance, substance abuse assistance)	1	2	3	4	5	6	7		

## Communication

**Q-6. HOW WOULD YOU LIKE TO RECEIVE INFORMATION ABOUT MANAGING PERSONAL AND FAMILY ISSUES? (circle number)**

		Really Dislike					Really Like	
		1	2	3	4	5	6	7
1.	Newsletter sent to your home	1	2	3	4	5	6	7

		Really Dislike					Really Like	
2.	Newsletter available at operating centers	1	2	3	4	5	6	7
3.	Paycheck enclosures	1	2	3	4	5	6	7
4.	Toll-free telephone assistance	1	2	3	4	5	6	7
5.	Handouts/flyers at operating centers	1	2	3	4	5	6	7
6.	Bulletin board notices	1	2	3	4	5	6	7
7.	Videotapes at operating centers	1	2	3	4	5	6	7
8.	Videotapes sent to your home	1	2	3	4	5	6	7
9.	Recorded telephone messages	1	2	3	4	5	6	7
10.	Audio cassette tapes	1	2	3	4	5	6	7
11.	At-home/on-the-road study series	1	2	3	4	5	6	7
12.	Workshops as a family	1	2	3	4	5	6	7
13.	Personal contact at operating centers	1	2	3	4	5	6	7
14.	Training session at a location near your home	1	2	3	4	5	6	7
15.	Personal contact in a local setting / local support group	1	2	3	4	5	6	7
16.	Separate mailing to you	1	2	3	4	5	6	7

## Leisure Time

**Q-7. PLEASE INDICATE HOW YOU LIKE TO SPEND YOUR LEISURE TIME. (circle number)**

		Really Dislike					Really Like	
1.	Attend sporting events	1	2	3	4	5	6	7
2.	Go to movies	1	2	3	4	5	6	7
3.	Go to restaurants / nightclubs	1	2	3	4	5	6	7
4.	Go on weekend get-aways	1	2	3	4	5	6	7
5.	Attend music concerts	1	2	3	4	5	6	7
6.	Go to the theater	1	2	3	4	5	6	7
7.	Go dancing	1	2	3	4	5	6	7
8.	Bowling	1	2	3	4	5	6	7
9.	Golfing	1	2	3	4	5	6	7
10.	Tennis	1	2	3	4	5	6	7

		Really Dislike					Really Like	
		1	2	3	4	5	6	7
11.	Fishing	1	2	3	4	5	6	7
12.	Hunting	1	2	3	4	5	6	7
13.	Participate in team sports	1	2	3	4	5	6	7
14.	Camping	1	2	3	4	5	6	7
15.	Shopping	1	2	3	4	5	6	7
16.	Crafts (woodworking, quilting, etc.)	1	2	3	4	5	6	7
17.	Reading	1	2	3	4	5	6	7
18.	Cooking	1	2	3	4	5	6	7
19.	Photography	1	2	3	4	5	6	7
20.	Home repairs	1	2	3	4	5	6	7
21.	Church activities	1	2	3	4	5	6	7
22.	Community events	1	2	3	4	5	6	7
23.	Children's activities	1	2	3	4	5	6	7
24.	Skating	1	2	3	4	5	6	7
25.	Bicycling	1	2	3	4	5	6	7
26.	Walking / jogging	1	2	3	4	5	6	7
27.	Swimming	1	2	3	4	5	6	7
28.	Boating	1	2	3	4	5	6	7
29.	Gardening	1	2	3	4	5	6	7
30.	Visiting with friends/relatives	1	2	3	4	5	6	7

**Q-8. PLEASE CIRCLE THE NUMBER THAT BEST DESCRIBES HOW YOU AND/OR YOUR PARTNER SPEND YOUR LEISURE TIME THE MAJORITY OF THE TIME.**

		We do together	I do without partner	Partner does without me	Each do, but not together	Neither of us do
1.	Attend sporting events	1	2	3	4	5
2.	Go to movies	1	2	3	4	5
3.	Go to restaurants / nightclubs	1	2	3	4	5
4.	Go on weekend get-aways	1	2	3	4	5
5.	Attend music concerts	1	2	3	4	5
6.	Go to the theater	1	2	3	4	5
7.	Go dancing	1	2	3	4	5

		We do together	I do without partner	Partner does without me	Each do, but not together	Neither of us do
8.	Bowling	1	2	3	4	5
9.	Golfing	1	2	3	4	5
10.	Tennis	1	2	3	4	5
11.	Fishing	1	2	3	4	5
12.	Hunting	1	2	3	4	5
13.	Participate in team sports	1	2	3	4	5
14.	Camping	1	2	3	4	5
15.	Shopping	1	2	3	4	5
16.	Crafts (woodworking, quilting, etc.)	1	2	3	4	5
17.	Reading	1	2	3	4	5
18.	Cooking	1	2	3	4	5
19.	Photography	1	2	3	4	5
20.	Home repairs	1	2	3	4	5
21.	Church activities	1	2	3	4	5
22.	Community events	1	2	3	4	5
23.	Children's activities	1	2	3	4	5
24.	Skating	1	2	3	4	5
25.	Bicycling	1	2	3	4	5
26.	Walking / jogging	1	2	3	4	5
27.	Swimming	1	2	3	4	5
28.	Boating	1	2	3	4	5
29.	Gardening	1	2	3	4	5
30.	Visiting with friends/relatives	1	2	3	4	5

## ***Demographics***

**Q-9. ARE YOU?** (circle number)

1. Male
2. Female

**Q-10. ARE YOU CURRENTLY?** (circle number)

1. Married
2. Living with partner, but not married
3. Single (not married nor living with someone)

**Q-11. HOW LONG HAS YOUR PARTNER DRIVEN PROFESSIONALLY?**(circle number)

1. Less than 3 months
2. 3 - 6 months
3. 7 - 11 months
4. 1 - 2 years
5. 3 - 5 years
6. 6 - 10 years
7. Over 10 years

**Q-12. HOW LONG HAS YOUR PARTNER BEEN DRIVING FOR THIS COMPANY?** (circle number)

1. Less than 3 months
2. 3 - 6 months
3. 7 - 11 months
4. 1 - 2 years
5. 3 - 5 years
6. 6 - 10 years
7. Over 10 years

**Q-13. HOW FAR DO YOU LIVE FROM YOUR PARTNER'S OPERATING CENTER?** (circle number)

1. 0 - 50 miles
2. 51 - 100 miles
3. 101 - 200 miles
4. Over 200 miles

**Q-14. ON AVERAGE, HOW LONG IS YOUR PARTNER ON THE ROAD AT A TIME?** (circle number)

1. Days only
2. 1 - 3 days
3. 4 - 6 days
4. Gone 1 weekend
5. Gone 2 weekends
6. Gone 3 weekends
7. Gone a month or more

**Q-15. HAVE YOU GONE WITH YOUR PARTNER ON THE ROAD WITHIN THE LAST TWO YEARS?** (circle number)

1. No
2. Yes (How often? \_\_\_\_\_ )
3. Currently driving as a team



**Q-16. WHAT IS YOUR PRESENT AGE?** (circle number)

1. Under 25 years
2. 25 - 29 years
3. 30 - 34 years
4. 35 - 39 years
5. 40 - 44 years
6. 45 - 49 years
7. 50 - 54 years
8. 55 - 59 years
9. 60 years or older

**Q-17. WHAT IS YOUR HIGHEST LEVEL OF EDUCATION?** (circle number)

1. Less than high school
2. High school diploma
3. Technical school
4. Some college
5. College degree
6. Graduate school

**Q-18. HOW LONG HAVE YOU BEEN MARRIED TO OR LIVING WITH YOUR CURRENT PARTNER?** (circle number)

1. Less than 1 year
2. 1 - 3 years
3. 4 - 6 years
4. 7 - 10 years
5. 11 - 15 years
6. 16 - 20 years
7. 21 - 25 years
8. 26 years or more

**Q-19. HAVE YOU BEEN MARRIED BEFORE?** (circle number)

1. No
2. Yes

**Q-20. OF THE PEOPLE LIVING IN YOUR HOUSEHOLD, HOW MANY PERSONS DO YOU HAVE IN THE FOLLOWING CATEGORIES? (DO NOT COUNT YOURSELF OR YOUR PARTNER)**

1. How many children *under 1 year* of age? \_\_\_\_\_
2. How many children *1 year through 6 years*? \_\_\_\_\_
3. How many children *7 years through 13 years*? \_\_\_\_\_
4. How many children *14 years through 18 years*? \_\_\_\_\_
5. How many dependents *over 18 years* of age? \_\_\_\_\_

**Q-21. ARE YOU EMPLOYED OUTSIDE THE HOME?** (circle number)

1. No
2. Yes (Approximately how many hours per week? \_\_\_\_\_ )

**Q-22. WHAT IS YOUR JOINT GROSS ANNUAL HOUSEHOLD INCOME? (circle number)**

1. Less than \$20,000
2. \$20,001 - \$29,999
3. \$30,000 - \$39,999
4. \$40,000 - \$49,999
5. \$50,000 - \$59,999
6. \$60,000 - \$69,999
7. More than \$70,000

**Q-23. HAVE YOU OR YOUR PARTNER EXPERIENCED ANY OF THE FOLLOWING DURING THE LAST 12 MONTHS? (circle all that apply)**

- |  |                             |
|--|-----------------------------|
| 1. Birth of a child                    | 5. Marital separation       |
| 2. Marriage                            | 6. Purchasing a home        |
| 3. Death of a family member            | 7. Serious accident/illness |
| 4. Adult child returning home          | 8. Financial problems       |
| 9. Loss of a job (laid off/terminated) |                             |

**Q-24. IN WHAT STATE DO YOU RESIDE? \_\_\_\_\_**

**Q-25. HOW LONG HAVE YOU LIVED IN YOUR CURRENT LOCATION? (circle number)**

1. Less than 1 year
2. 1 - 3 years
3. 4 - 6 years
4. 7 - 10 years
5. 11 - 15 years
6. 16 - 20 years
7. 21 - 25 years
8. 26 years or more

**Q-26. DO YOU HAVE CLOSE FRIENDS OR FAMILY NEAR BY WHO OFFER SUPPORT? (circle number)**

1. No
2. Yes

**Q-27. WHAT TIPS MIGHT YOU GIVE A NEW DRIVER AND/OR HIS/HER FAMILY ABOUT HANDLING PERSONAL AND FAMILY ISSUES WHILE THE DRIVER IS AWAY FROM HOME?**

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**Q-28. WHAT IS YOUR OPINION OF THE USEFULNESS OF THIS SURVEY? (circle number)**

Not useful							Very useful
1	2	3	4	5	6	7	

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## **Appendix C**

Overall Driver/Partner  
Comparison Results (n=444)



**Q-2. PLEASE CIRCLE THE NUMBER WHICH BEST DESCRIBES YOUR FEELINGS REGARDING THE FOLLOWING WORK CONCERNS.**

(Scale: 1=Strongly Disagree to 7=Strongly Agree)

Item	n	Driver		Partner		Difference	p-value
		Mean	Rank	Mean	Rank		
1. I worry about my [our] family while I am [my partner is] gone	42	4.00	6	4.00	16	1.34	0.0001
2. I worry about my [partner's] safety while [he/she is] on the road	42	5.49	7	5.49	7	-1.22	0.0001
3. I feel lonely while [my partner is] on the road	42	4.88	12	5.43	8	-0.55	0.0001
4. My [partner's] work life interferes with my [our] family	40	3.86	16	3.86	18	0.53	0.0001
5. I feel [my partner is] successful in balancing [his/her] work and family roles	30	5.34	13	5.34	9	-0.53	0.0001
6. My partner [I] can reach me [my partner] in case of an emergency	42	6.44	2	6.07	3	0.37	0.0001
7. My partner understands what I do while I am [he/she is] on the road	42	5.76	5	5.76	5	-0.32	0.0003
8. My [partner's] supervisor is sensitive to my [our] family responsibilities	42	4.84	9	4.84	14	0.28	0.0012
9. I can cope with almost any problem related to conflict between work and family responsibilities	30	5.55	7	5.55	6	-0.29	0.0014
10. If my [partner's] supervisor helped me [my partner] with work-family responsibilities, then I [my partner] would be more likely to stay at my [his/her] job	42	4.86	14	4.86	13	-0.41	0.0019
11. My [partner's] work schedule does not permit planning for special family events (holidays, birthdays, etc.)	42	4.79	14	4.79	15	-0.34	0.0033
12. I look forward to [my partner] getting on the road again because life at home is stressful [when he/she is there]	40	2.10	22	2.10	22	-0.20	0.0221
13. I look forward to [my partner] coming home to my family after a run	42	6.76	1	6.76	1	0.10	0.0263
14. My [Our] family life interferes with my [partner's] work	42	2.39	21	2.39	21	-0.23	0.0312
15. I am satisfied with my [partner's] eating habits while [he/she is] on the road	42	3.25	19	3.25	19	0.20	0.0462
16. I am satisfied with the [my partner's] opportunities to maintain my [his/her] physical fitness	42	3.37	20	3.15	20	0.22	0.0497
17. I am [My partner is] fairly compensated for trucking lifestyle	42	3.94	18	3.94	17	-0.17	0.1195
18. I feel I have [my partner has] control within [his/her] work responsibilities	42	5.16	11	5.16	10	-0.14	0.1653
19. My partner and I communicate effectively while [he/she is] on the road	42	5.82	4	5.82	4	0.07	0.3652
20. I was prepared for how the [my partner's] job would affect my [our] family life	42	5.09	8	5.09	11	0.06	0.5366
21. The actual time [my partner is] away from home is what I expected it to be	42	5.01	10	5.01	12	0.06	0.6009
22. I understand what my partner does while [he/she is] on the road	42	6.19	3	6.19	2	-0.04	0.6393

**Q-3. PLEASE CIRCLE THE NUMBER WHICH BEST DESCRIBES YOUR ATTITUDES ABOUT THE FOLLOWING FAMILY CONCERNS.**

(Scale: 1=Strongly Disagree to 7=Strongly Agree)

Item	n	Driver		Partner		Difference	p-value
		Mean	Rank	Mean	Rank		
1. I feel pressure from family members [I would like my partner] to be more involved in family activities or responsibilities	425	5.17	24	5.17	15	-1.40	0.0001
2. I have close friends outside my family	429	4.37	22	5.18	14	-0.81	0.0001
3. I am satisfied with how we divide household responsibilities	419	4.77	11	4.77	21	0.79	0.0001
4. I like the support I get from my family	426	6.20	2	5.42	11	0.78	0.0001
5. I have a strong spiritual faith	428	4.65	19	5.26	12	-0.61	0.0001
6. I would like [my partner] to be more involved in my [our] children's lives	433	5.92	1	5.92	5	0.59	0.0001
7. I feel guilty [badly] about [my partner] missing family activities (holidays, birthdays, etc.)	419	5.38	12	5.74	7	-0.36	0.0004
8. My partner expresses appreciation to me	431	5.88	8	5.58	10	0.30	0.0008
9. I adjust easily to [my partner] being home with my [our] family	428	5.93	3	5.93	4	0.26	0.0016
10. I am satisfied with how our money is spent	425	5.14	15	4.85	19	0.29	0.0042
11. I am satisfied with how decisions are made in our family	431	5.65	9	5.65	9	0.20	0.0080
12. I am satisfied with our method of managing money	429	5.16	14	4.91	18	0.25	0.0140
13. I am satisfied with our method of saving money	425	4.58	21	4.34	24	0.24	0.0196
14. Disciplining children is a source of conflict in my [our] family	419	3.40	26	3.40	26	-0.33	0.0326
15. We communicate effectively when we are together	431	5.95	7	5.81	6	0.14	0.0540
16. I am satisfied with my relationship with my partner	429	6.18	4	6.03	1	0.15	0.0620
17. I worry about paying the bills	428	4.27	23	4.50	23	-0.23	0.0713
18. We practice special routines or traditions	420	4.59	20	4.75	22	-0.16	0.1377
19. I understand our benefits in general	424	5.13	16	4.98	16	0.15	0.1563
20. My partner and I share a similar spiritual faith	417	4.97	17	4.85	19	0.12	0.1697
21. I understand our medical insurance coverage	419	4.83	18	4.93	16	-0.10	0.3420
22. Money is a source of conflict in our family	432	3.57	25	3.65	25	-0.08	0.4598
23. I am satisfied with our child care arrangements	430	5.83	10	5.72	8	0.11	0.5097
24. I am satisfied with our sexual relationship	409	5.21	13	5.26	12	-0.05	0.6333
25. Our children are well-behaved for their ages	447	5.99	6	6.03	1	-0.04	0.6476
26. I express appreciation to my partner	432	6.03	5	6.03	1	0.00	0.9001



**Q-5. PLEASE CIRCLE THE NUMBER WHICH INDICATES HOW USEFUL ADDITIONAL INFORMATION WOULD BE IN THE FOLLOWING AREAS.**

(Scale: 1=Not at all Useful to 7=Very Useful)

Item	n	Driver		Partner		Difference	p-value
		Mean	Rank	Mean	Rank		
1. Dividing household responsibilities	415	3.15	24	3.65	23	-0.50	0.0001
2. Selecting/preparing nutritious foods	405	4.13	14	3.76	19	0.37	0.0107
3. Improving self-esteem	412	3.79	19	4.09	14	-0.30	0.0279
4. Financial planning for retirement	411	5.49	1	5.25	2	0.24	0.0612
5. Disciplining children	396	2.89	27	3.11	25	-0.22	0.0825
6. Saving and investment	407	5.47	3	5.25	2	0.22	0.0828
7. Caring for elderly family members	401	3.00	25	2.78	28	0.22	0.0919
8. Preparing a tax return	403	4.51	10	4.29	11	0.22	0.1288
9. Understanding health insurance coverage and filing claims	405	4.07	6	4.79	7	0.18	0.1462
10. Evaluating professional services for the home (lawn care, housecleaning, etc.)	411	3.05	28	3.04	26	-0.19	0.1543
11. Do-it-yourself home repair and maintenance	414	4.07	15	4.26	13	-0.19	0.1827
12. Creating a non-driving partner support system	405	4.55	8	4.40	10	0.15	0.2203
13. Information on Schneider National's support system	412	5.03	4	4.87	6	0.16	0.2354
14. Ways to stay in touch while [my partner is] on the road	404	4.53	9	4.69	8	-0.16	0.2385
15. Strengthening relationship with partner	404	3.79	19	3.94	18	-0.15	0.2439
16. Access to community resources (financial assistance, employment assistance, substance abuse assistance)	405	3.82	18	3.66	22	0.16	0.2694
17. Strengthening parent/child communication	396	3.56	22	3.70	21	-0.14	0.2865
18. Handling disagreements	409	3.62	21	3.74	20	-0.12	0.3381
19. Getting the most for your money	410	5.48	2	5.38	1	0.10	0.3900
20. Managing time	413	4.07	15	3.97	17	0.10	0.4498
21. Family decision-making methods	406	3.56	22	3.64	24	-0.08	0.5728
22. Managing credit	408	4.16	13	4.09	14	0.07	0.5888
23. Clothing care	411	2.91	26	2.85	27	0.06	0.6410
24. Ideas for spending less	408	4.94	7	5.00	4	-0.06	0.6628
25. Family and personal budgeting and record keeping	405	4.50	11	4.55	9	-0.05	0.7109
26. Improving communication with partner	405	3.94	17	3.98	16	-0.04	0.7781
27. Information on physical fitness	412	4.31	12	4.28	12	0.03	0.8728
28. Managing a fluctuating income	406	4.99	5	4.98	5	0.01	0.9677

**Q-6. HOW WOULD YOU LIKE TO RECEIVE INFORMATION ABOUT MANAGING PERSONAL AND FAMILY ISSUES?**  
 (Scale: 1=Really Dislike to 7=Really Like)

Item	n	Driver		Partner		Difference	p-value
		Mean	Rank	Mean	Rank		
1. Newsletter available at operating centers	413	4.64	5	3.95	11	0.69	0.0001
2. Separate mailing to your partner [you]	413	4.19	8	4.68	4	-0.49	0.0011
3. Handouts/flyers at operating centers	407	4.40	6	3.95	11	0.45	0.0018
4. Personal contact in a local setting / local support group	411	4.01	12	4.09	8	-0.28	0.0316
5. Recorded telephone messages	412	3.15	16	3.41	15	-0.26	0.0576
6. Bulletin board notices	413	3.73	13	3.45	14	0.28	0.0578
7. Workshops as a family	415	3.71	14	3.94	13	-0.23	0.0729
8. Paycheck enclosures	410	5.29	3	5.06	3	0.23	0.0821
9. Videotapes at operating centers	409	3.61	15	3.39	16	0.22	0.0849
10. Personal contact at operating centers	414	4.17	9	4.03	10	0.14	0.3291
11. Audio cassette tapes	408	4.14	10	4.04	9	0.1	0.4402
12. Newsletter sent to your home	422	5.69	1	5.77	1	-0.08	0.4651
13. At-home/on-the-road study series	413	4.34	7	4.44	6	-0.1	0.4727
14. Training session at a location near your home	409	4.09	11	4.18	7	-0.09	0.5135
15. Toll-free telephone assistance	423	5.57	2	5.65	2	-0.08	0.5143
16. Videotapes sent to your home	412	4.65	4	4.59	5	0.06	0.6490