# Queensland University of Technology Transport Data Analysis and Modeling Methodologies 

Lab Session \#9<br>(Ordered Probit with Random Effects)

A survey of 56 subjects was conducted on freeways in the Seattle area (see text pages 352-357). Each subject drove a vehicle over 40 freeway segments (thus each subject can generate as many as 40 observations if there is no missing data). As they drove over the test segments, they were asked: "How would you rank the roughness of the road on a scale from one to five - with one being the smoothest (or the best) and five being the roughest (or the worst)?" Data were collected on the type of vehicle being used (minivan, pickup, etc.), in-vehicle-cabin noise ( dBA ), vehicle speed ( $\mathrm{km} / \mathrm{h}$ ), socioeconomic information, IRI measurement, age of the roadway surface, information on patching, and the Pavement Structural Condition (PSC). This last term is calculated separately for flexible and rigid pavements based on the amount and severity of various distresses and its values range from 100 (excellent pavement condition) to zero (completely deteriorated pavement).

Your task is to estimate a model of the ordered response of roughness perception while accounting for repeat observations from individual subjects:

1. The results of your best model specification.
2. A discussion of the logical process that led you to the selection of your final specification. (e.g. Discuss the theory behind the inclusion of your selected variables). Include $t$-statistics and justify the sign of your variables.

Variables available for your specification are (in file pavement-pds.txt):

| Variable Number | Explanation |
| :---: | :--- |
| 1 | Individual number |
| 2 | Roadway segment number |
| 3 | pds for Limdep random effects |
| 4 | Ruffness ranking: $1=$ very smooth; $5=$ very rough |
| 5 | Sedan: 1 if yes, 0 if no |
| 6 | Sport utility vehicle: 1 if yes, 0 if no |
| 7 | Pickup: 1 if yes, 0 if no |
| 8 | Mininvan: 1 if yes, 0 if no |
| 9 | Nosie dBA reading |
| 10 | Speed in miles per hour |
| 11 | Level of service: A=1, B=2, C=3,D=4,E=5,F=6 |
| 12 | User regularly uses I-5: 1 if yes, 0 if no |
| 13 | User regularly uses I-90: 1 if yes, 0 if no |
| 14 | User regularly uses I-405: 1 if yes, 0 if no |
| 15 | User regularly uses SR-520: 1 if yes, 0 if no |
| 16 | Female: 1 if yes, 0 if no |
| 17 | Married: 1 if yes, 0 if no |
| 18 | Age: $0=$ Less than $21 ; 1=21-25 ; 2=26-30 ; 3=31-35 ; ~$ <br> $5=41-45 ; 6=46-50 ; ~$$=51-55 ; 8=56-60 ; 9=61-65 ; 10=66-70 ;$ |
| $11=0$ Over 70 |  |


| 20 | Education: 1 = some high school; 2 = high school diploma; <br> $3=$ technical college degree (AA); $4=$ college degree (BS or BA) <br> 5 = post-graduate degree |
| :---: | :---: |
| 21 | Vehicle type normally driven: (miscoded, do not use) |
| 22 | Number of household vehciles |
| 23 | Household size |
| 24 | Number of household infants |
| 25 | Number of household children |
| 26 | Number of workers |
| 27 | International roughness index (IRI) in m/km |
| 28 | Roadway surface age |
| 29 | Visible wear: 1 if yes, 0 if no |
| 30 | Visible joints: 1 if yes, 0 if no |
| 31 | Visible patching: 1 if yes, 0 if no |
| 32 | Bridge in section: 1 if yes, 0 if no |
| 33 | Surface type: 1 if concrete, 0 if asphalt |
| 34 | Rut depth in mm |
| 35 | Pavement structural condition index (PSC) |
| 36 | Section lenght in miles |
| 37 | Number of lanes |
| 38 | Cracking present: 1 if yes, 0 if no |
| 39 | Scaling present: 1 if yes, 0 if no |
| 40 | Faulting present: 1 if yes, 0 if no |
| 41 | Spalling present: 1 if yes, 0 if no |
| 42 | IRI change from last section ( $\mathrm{m} / \mathrm{km}$ ) |
| 43 | Nosie change from last section (dBA) |

```
--> RESET
--> read;nvar=43;nobs=2240;file=D:\old_drive_d\new_laptop\CE697M\pavement-pds.txt
--> histogram;rhs=x4$
--> create;if (x4=1) xx4=0$
--> create;if (x4=2) xx4=1$
--> create;if (x4=3) xx4=2$
--> create;if (x4=4) xx4=3$
--> create;if(x4=5) xx4=4$
--> reject;x4=-999$
--> ordered;lhs=xx4;rhs=one,x9,x16,x27,x28
    ;pds=x3;margin$
```



Normal exit from iterations. Exit status=0.


| Variable | Coefficient | Standard Error | /St.Er | $\|\mathrm{Z}\|>$ | Mean |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Index function for probability |  |  |  |  |
| Constant | -. 4087697743 | . $83223827 \mathrm{E}-01$ | -4.912 | . 0000 |  |
| X9 | .1187111410E-02 | . $60834679 \mathrm{E}-03$ | 1.951 | . 0510 | 85.693896 |
| X16 | -. 1662863090 | . $46908654 \mathrm{E}-01$ | -3.545 | . 0004 | . 40339605 |
| X27 | . 7277308874 | . $44193328 \mathrm{E}-01$ | 16.467 | . 0000 | 1.9368380 |
| X28 | . $1642796558 \mathrm{E}-01$ | . $23191594 \mathrm{E}-02$ | 7.084 | . 0000 | 18.140431 |
| Threshold parameters for index |  |  |  |  |  |
| Mu( 1) | 1.310808503 | . $40469055 \mathrm{E}-01$ | 32.390 | . 0000 |  |
| Mu( 2 ) | 2.411947498 | . $53429323 \mathrm{E}-01$ | 45.143 | . 0000 |  |
| Mu( 3) | 3.548485694 | . $70158413 \mathrm{E}-01$ | 50.578 | . 0000 |  |

Normal exit from iterations. Exit status=0.


