

JANUARY 2019



**WIM #44  
CSAH 1, MP 8.1  
MANHATTAN  
BEACH, MN**

**MONTHLY  
REPORT**

*Your Destination... Our Priority*



## WIM Site Location

WIM #44 is located on CSAH 1 near Manhattan Beach in Crow Wing county.

## System Operation

WIM #44 was operational for the entire month of January 2019. Volume was computed using all monthly data.

## System Calibration

WIM #44 was most recently calibrated on 2015-08-10. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for all lanes. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation <sup>2</sup>. Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

## Summary of Volume Statistics

Total Monthly Volume: 22033 | Passenger Vehicles: 16286 | Heavy Commercial Vehicles: 5747

Monthly Average Daily Traffic (MADT): 711 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 185

See Table 2 for vehicle class breakdown

## Passenger Vehicles (PVs) and Heavy Commercial Vehicles (HCVs)

**Volume trends.** EB vehicles typically reached highest volume levels on Sundays, with lowest volumes reported on NAs. WB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays (see Figure 3 and 4).

### Passenger Vehicles (PVs)

**Volume trends.** On an average 24-hour day (see Figure 5), EB PVs generally reached peak volume levels between 03 PM and 05 PM. Similarly, WB PVs peaked in volume between 03 PM and 05 PM

### Heavy Commercial Vehicles (HCVs)

**Volume trends.** On an average 24-hour day, HCVs traveling EB typically reached peak volume levels between 03 PM and 05 PM, while volume going WB peaked between 03 PM and 05 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 5's and Class 8's.

## Overweight HCVs

**Volume trends.** Of a total of 5747 HCVs, 172 of them were overweight<sup>3</sup>. These overweight HCVs contributed to 0.8% of total monthly volume, and 3.1% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Mondays, with lowest volumes reported on Sundays. WB overweight vehicles tended to reach highest volumes on Mondays, with lowest volumes reported on NAs. See Figure 3 .

The top two overweight violators by class were the class 10 and class 9 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 70.7% of all overweight vehicles traveling EB this month (see Figure 7 & 8). Figure 9 shows the number of vehicles exceeding 88,000 pounds that crossed the WIM over the last 12 months. The highest number of 88,000+ vehicles within the last 12 months occurred in January.

WIMs are currently used as a screening tool for weight enforcement, and it is estimated that the WIM scales can measure gross vehicle weights (GVW) within 90-95% of static weight scale measurements. Due to the possibility of measurement error, vehicles exceeding 10% of their legal weight limits (or 1.1 times their legal weight limits) are considered overweight in this report<sup>4</sup>.

Using normal load limits ,84 EB vehicles exceeded 88,000 pounds (82 vehicles were Class 10's; 2 vehicles were Class 9's). Of vehicles traveling WB,

14 EB vehicles exceeded 88,000 pounds (8 vehicles were Class 10's; 6 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from January 2019.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in January 2019. Data suggests that there were greater numbers of fully\_loaded Class 9's than empty Class 9's traveling EB, while there were more empty Class 9's than fully\_loaded traveling WB. Data also suggests that there were more fully\_loaded Class 10's than empty traveling in the EB direction. In the WB direction, there were more empty class 10 vehicles.

**Freight Totals.** A total of 12185 tons of freight was recorded to have crossed the WIM. More freight was shipped EB (66.3%) than WB (33.7%). See Table 4 and Figure 11 for more freight information.

## Infrastructure Considerations

**Bridge.** Bridge No. 95425 (a precast pipe arch) is approximately 3.45 miles south west from WIM #44. Bridge No. 95426 (a precast pipe arch) is approximately .08 miles sw of WIM #44. WIM #44 recorded a total of 22033 vehicles with a combined GVW of 162711 kips (1 kip = 1,000 pounds = 0.5 tons) in January 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 1078 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 61.8% of all ESALs were recorded EB while 38.2% was observed WB. In particular, 30% of all ESALs were generated by the Class 5's (Class 5's were also responsible for generating 28% of total GVW observed this month). See Table 6 and Figures 14-15 for more information on ESALs (Table 6 also provides flexible ESAL

factors for each vehicle class using a terminal serviceability of 2.5 and a structural number of 5).

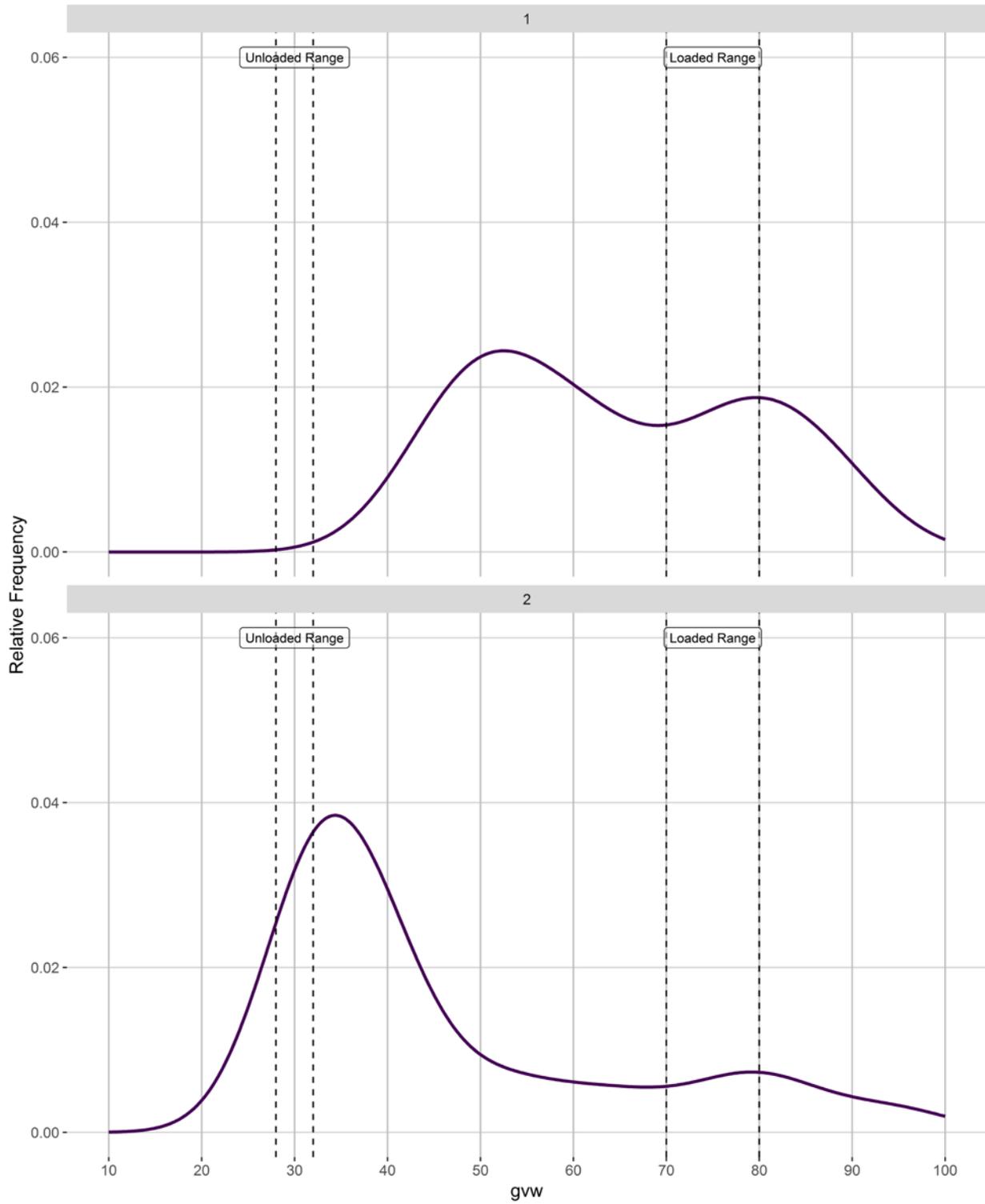
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

MnDOT's vehicle classification scheme and vehicle class groupings for traffic forecasting can be found at: <http://www.dot.state.mn.us/traffic/data/data-products.html#weight>

- <sup>1</sup> Front axle weights of Class 9s are monitored on a monthly basis to assure performance between calibrations. The current goal of the WIM scale calibration is to have each individual axle weight stay within a range of ±9% of baseline calibration values
- <sup>2</sup> Previous WIM research indicates that unloaded Class 9s typically weigh 28-32 kips, while loaded Class 9s generally fall in the 70-80 kip range. More recent data from several WIM sites suggests that the unloaded Class 9 range may have moved a little higher over time (due to increased presence of sleeper cabs, etc.), although these ranges are also thought to be site-specific.
- <sup>3</sup> An HCV is considered overweight during normal load limits in this report if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 80,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 20,000 pounds; tandem axles spaced 8' or less = 34,000 pounds; tridem axles spaced 9' or less = 43,000 pounds; quad axles spaced 13' or less = 51,000 pounds). Monthly reports use this standard regardless of the time of year however, the Winter Load Increase (WLI) allows a 10% across the board increase in axle and gross vehicle weights without a permit on US, state routes, and county roads. An HCV is considered overweight during Winter Load Increase(WLI) if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 88,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 22,000 pounds; tandem axles spaced 8' or less = 37,400 pounds; tridem axles spaced 9' or less = 47,300 pounds; quad axles spaced 13' or less = 56,100 pounds). An overweight HCV is only included once in the overweight volume calculations regardless of how many of the aforementioned conditions are violated. For information on MN weight limit dates and statutes: [http://www.mrr.dot.state.mn.us/research/seasonal\\_load\\_limits/sllindex.asp](http://www.mrr.dot.state.mn.us/research/seasonal_load_limits/sllindex.asp)
- <sup>4</sup> For example, Class 9s and 10s can legally have gross vehicle weights up to 80,000 lbs (with the exception of permitted loads) during normal load limits. To account for measurement error on the WIM scales, those exceeding 10% of the legal GVW maximum (or 1.1 times the legal GVW) should be screened (e.g., 80,000 lbs + 8,000 lbs = 88,000 lbs). Similarly during WLI vehicles weighing 96,800 lbs should be screened.

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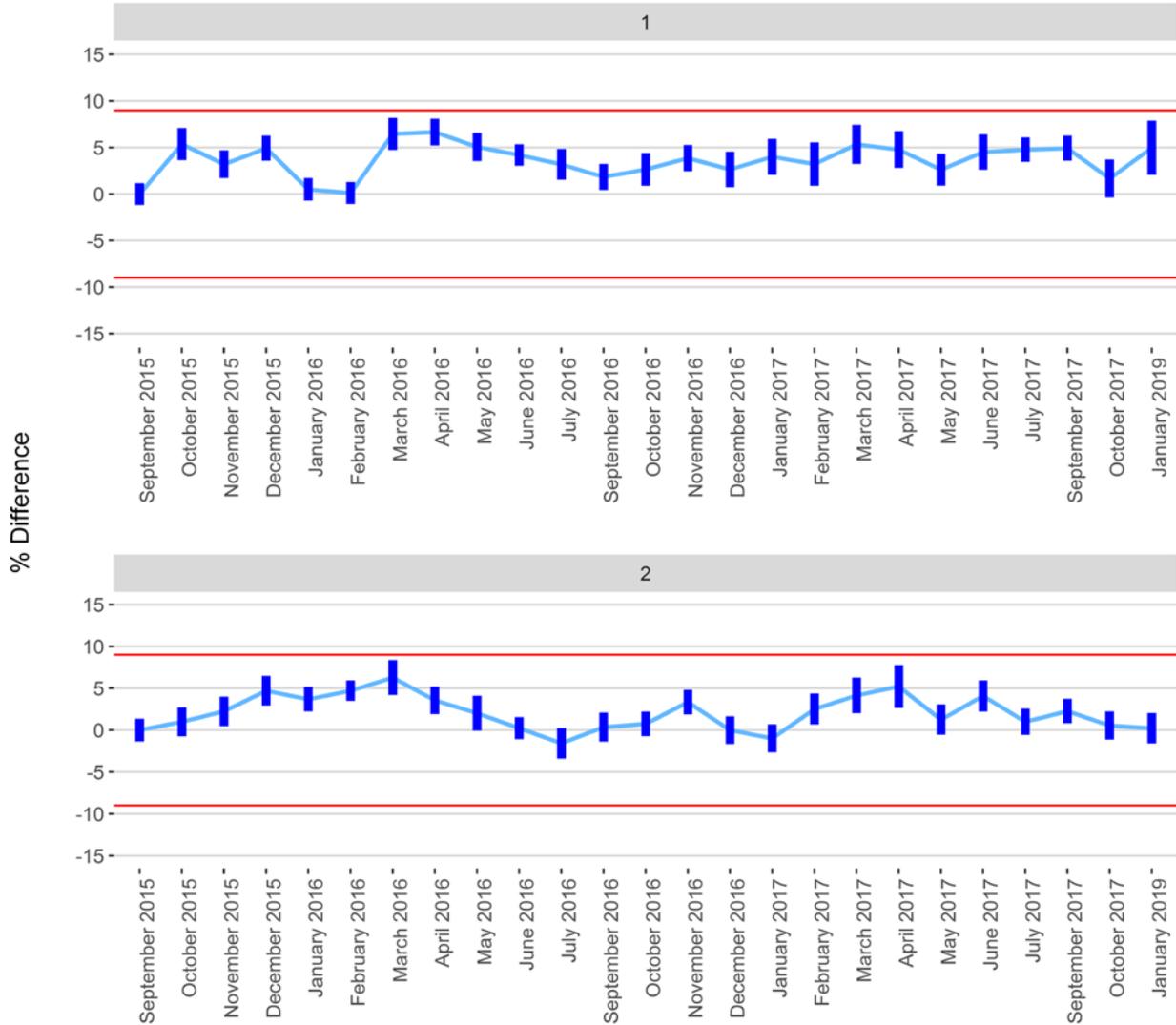
Figure 1 - Monthly Class 9 GVW Histogram



Time — January 2019

Months that have not passed QC parameters are not displayed

Figure 2 - Percent Difference of Front Axle Weight from Last Calibration (+/- 95% CI)



Months that have not passed QC parameters are not displayed

Figure 2 - Average Vehicle Volume vs. Day of the Week

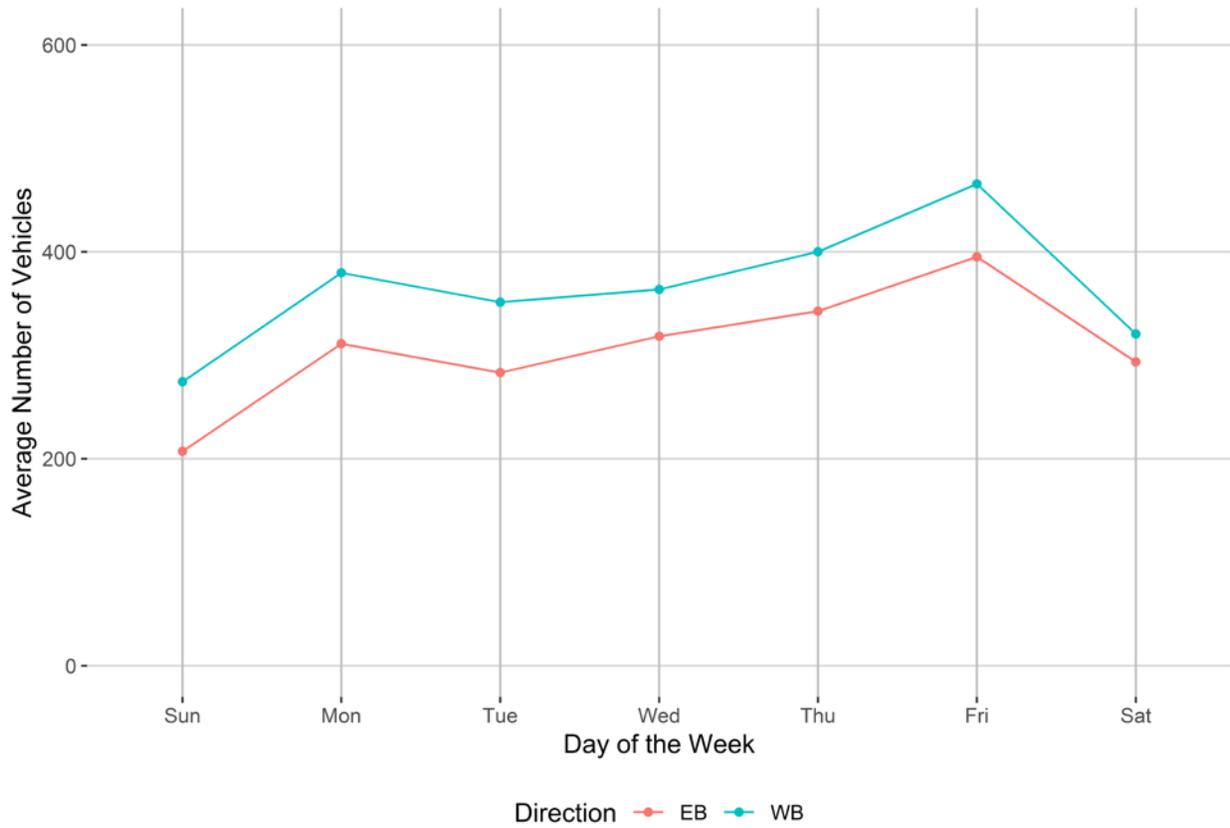


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

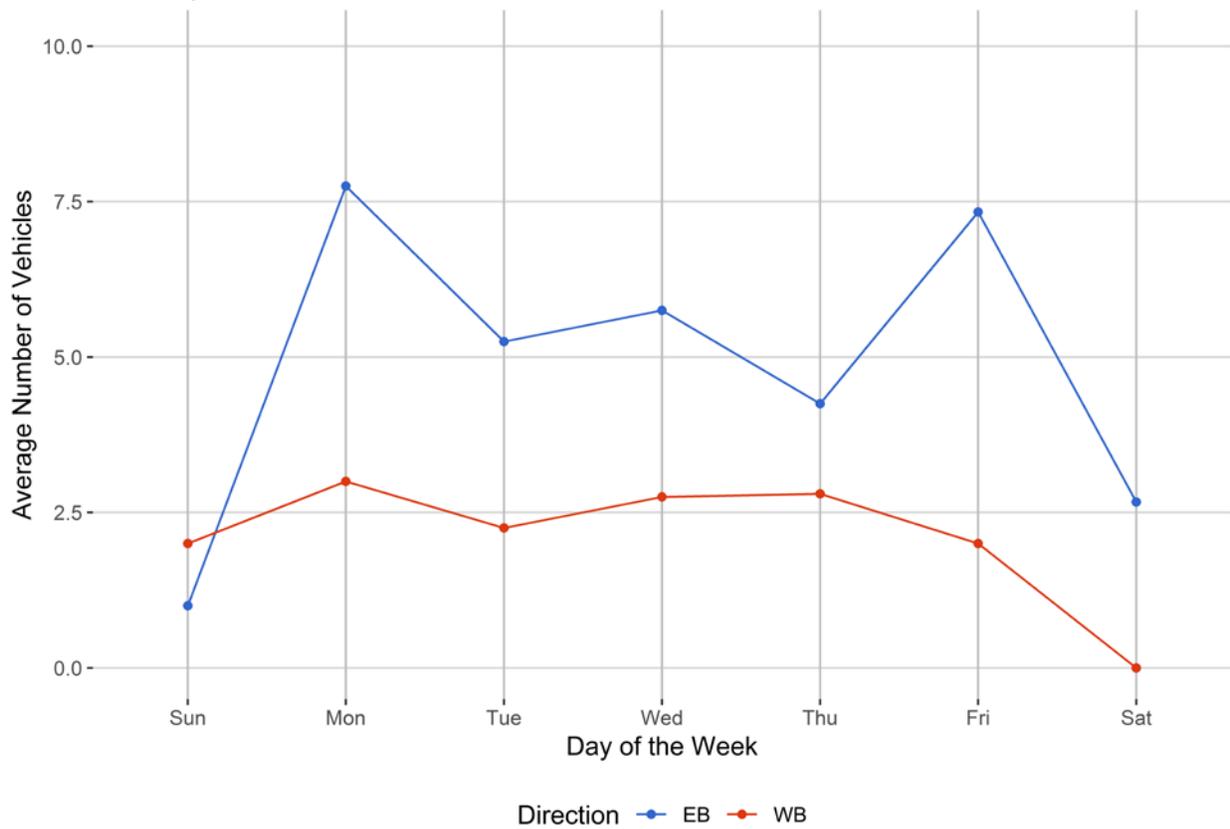


Figure 4 - Passenger Vehicles vs. Hour of the Day

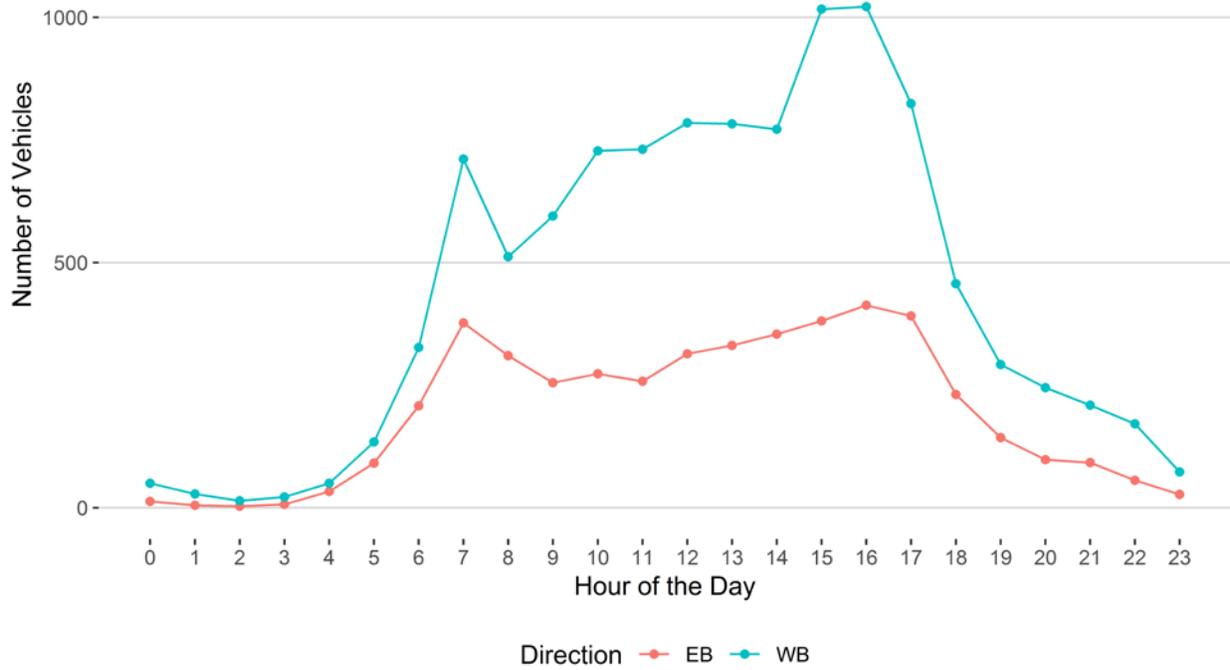


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

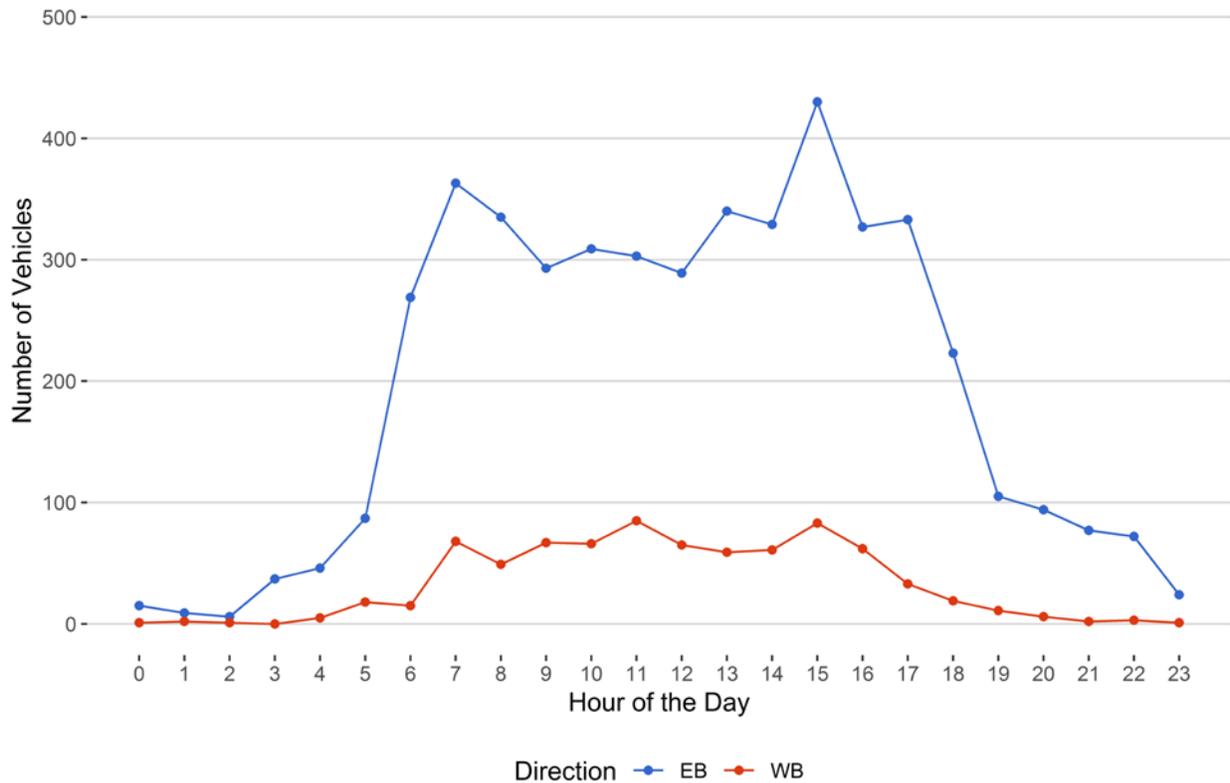




Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

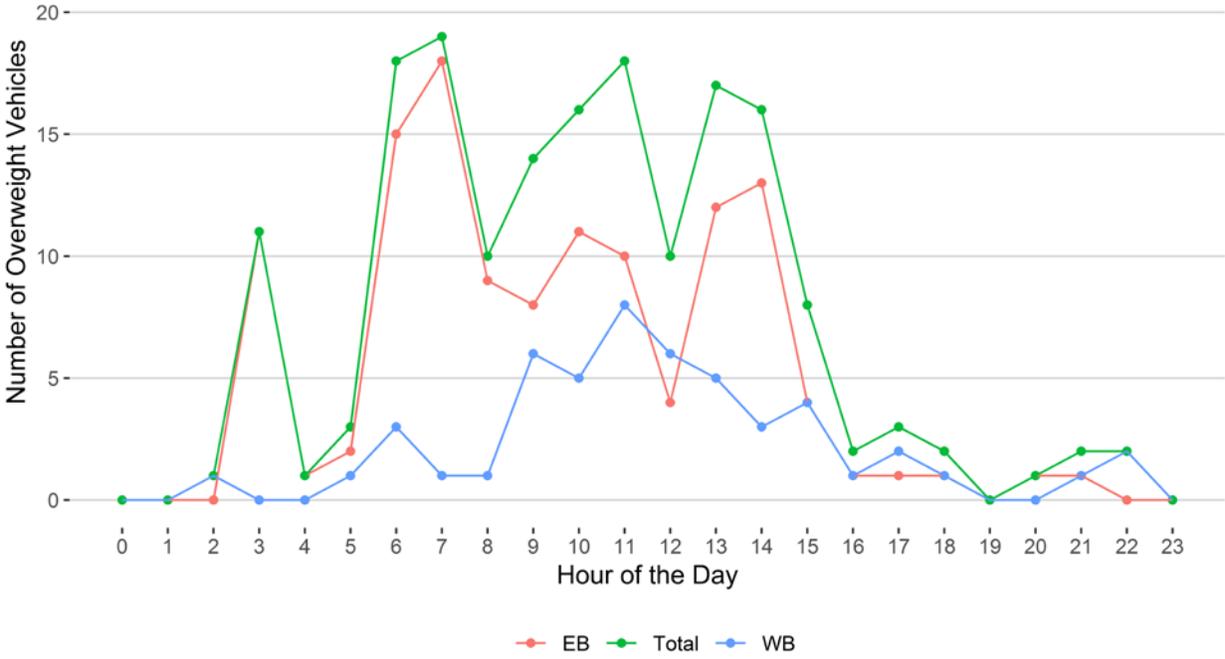
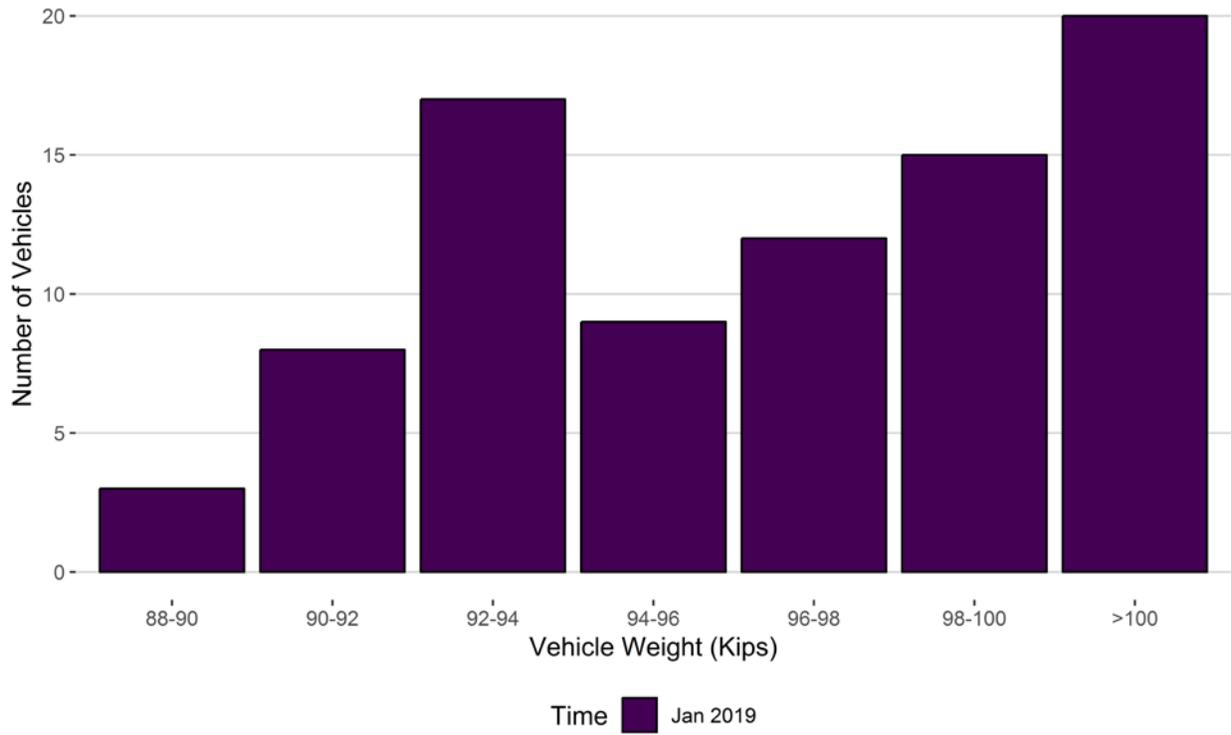
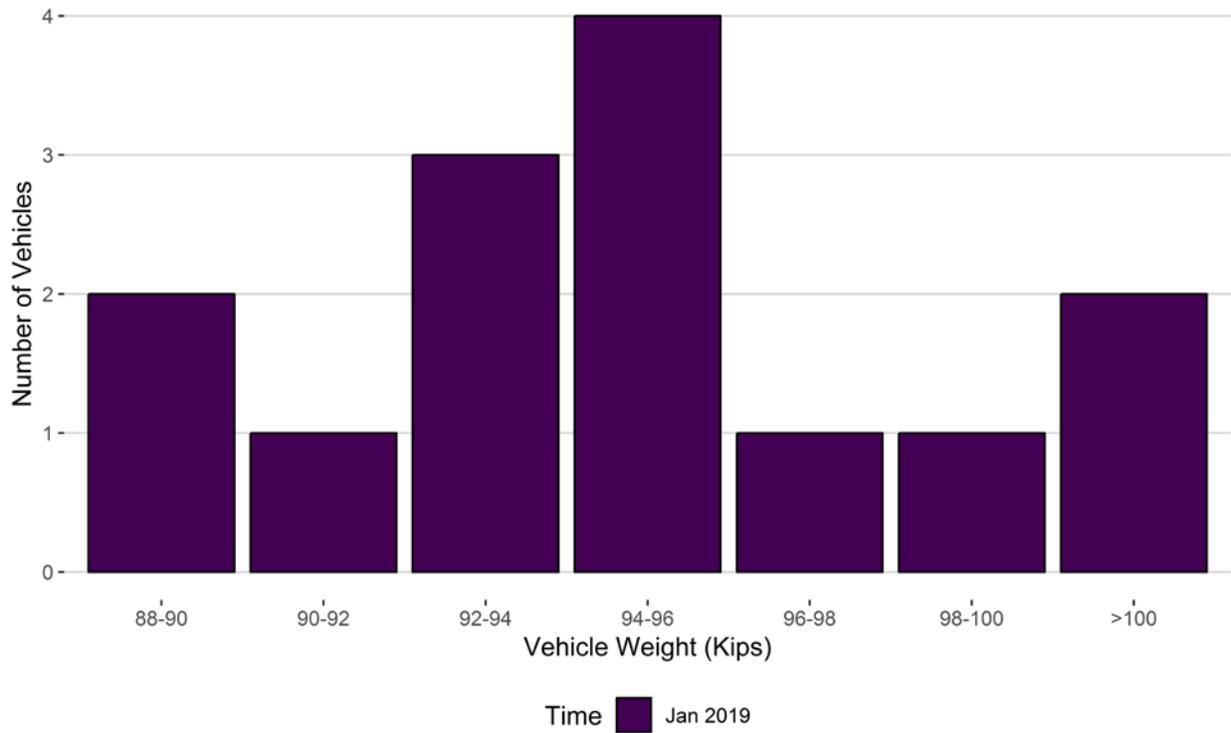


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



<i>Vehicle Weights (Kips)</i>	<i>Jan 2019</i>
88-90	3
90-92	8
92-94	17
94-96	9
96-98	12
98-100	15
>100	20
Total	84

Figure 8 - Histogram of WB Vehicles Over 88,000 Pounds for Current Month



<i>Vehicle Weights (Kips)</i>	<i>Jan 2019</i>
88-90	2
90-92	1
92-94	3
94-96	4
96-98	1
98-100	1
>100	2
Total	14

Figure 8 - Class 9's and 10's by Direction vs Gross Vehicle Weight

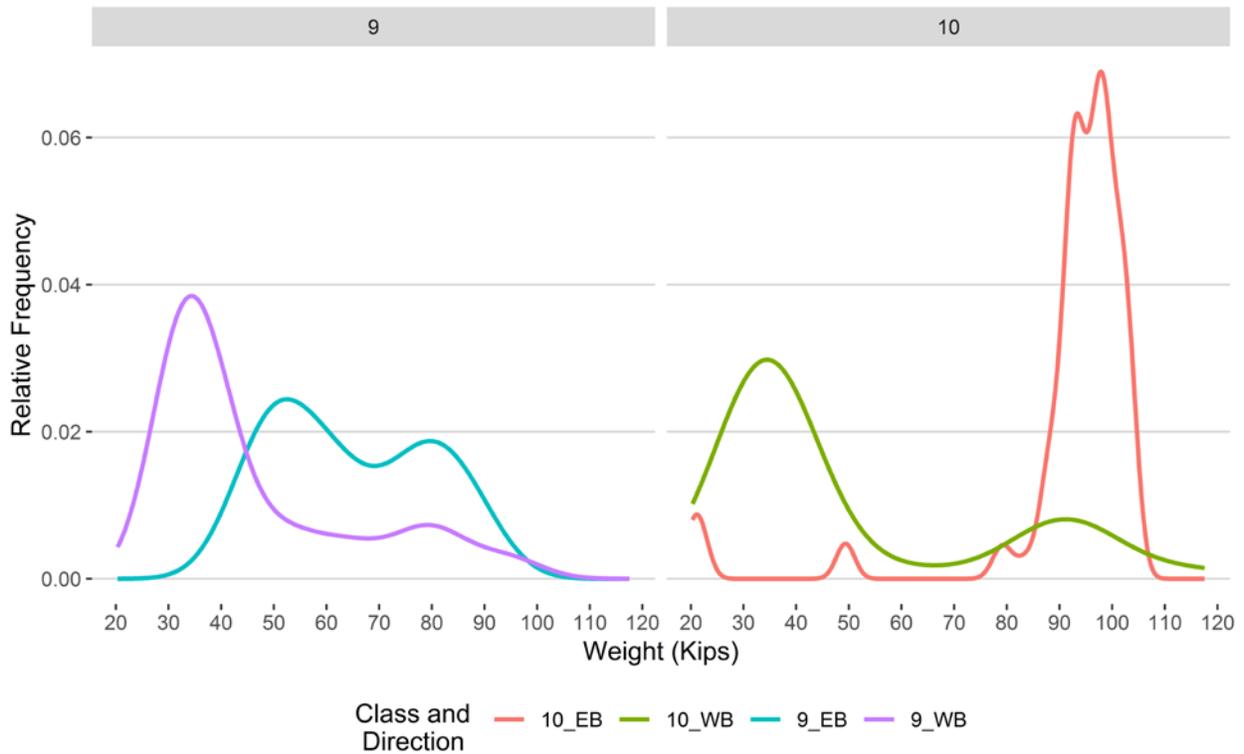


Figure 9 - Freight Percentage by Direction and Class

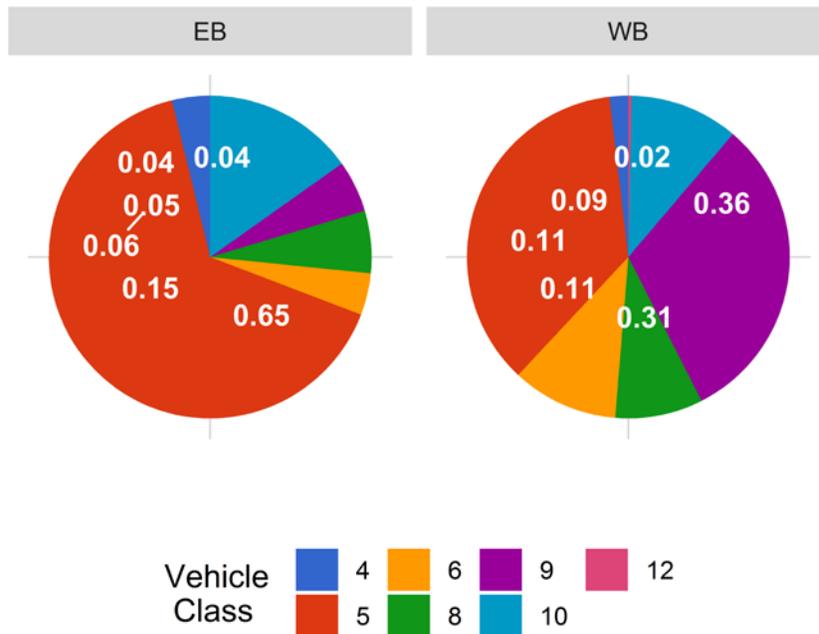


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

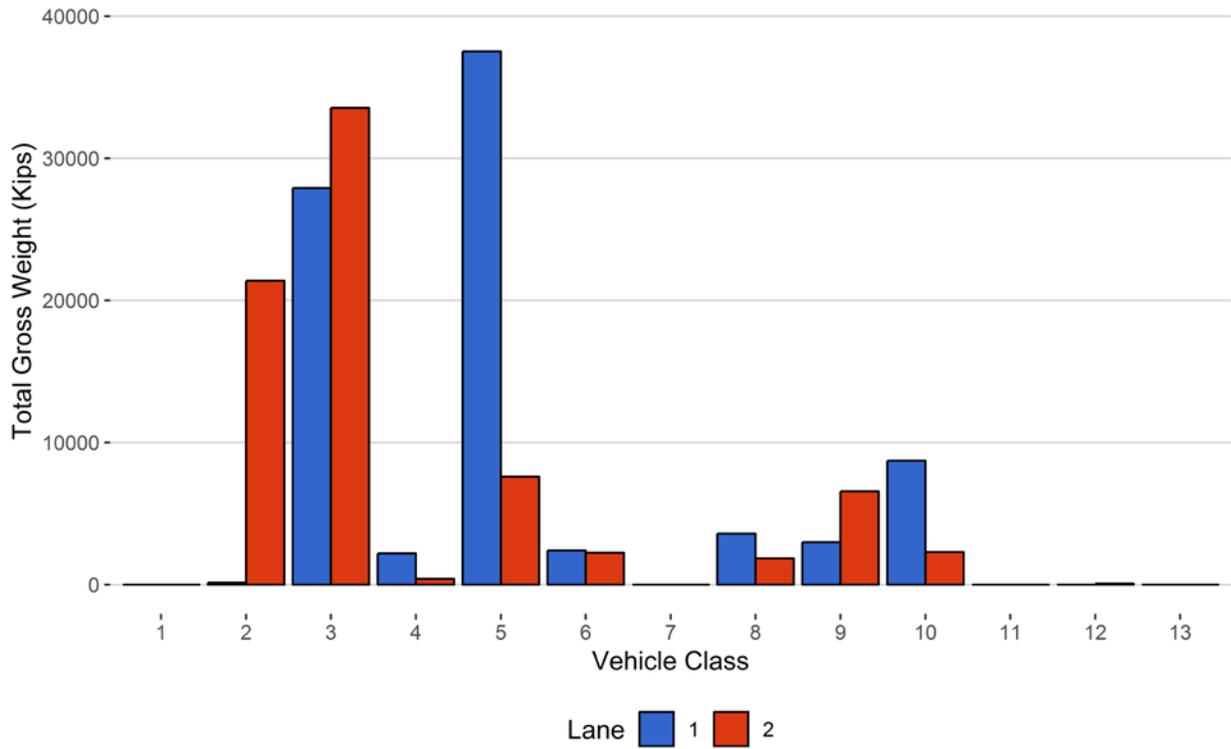


Figure 11 - Total Gross Vehicle Weight by

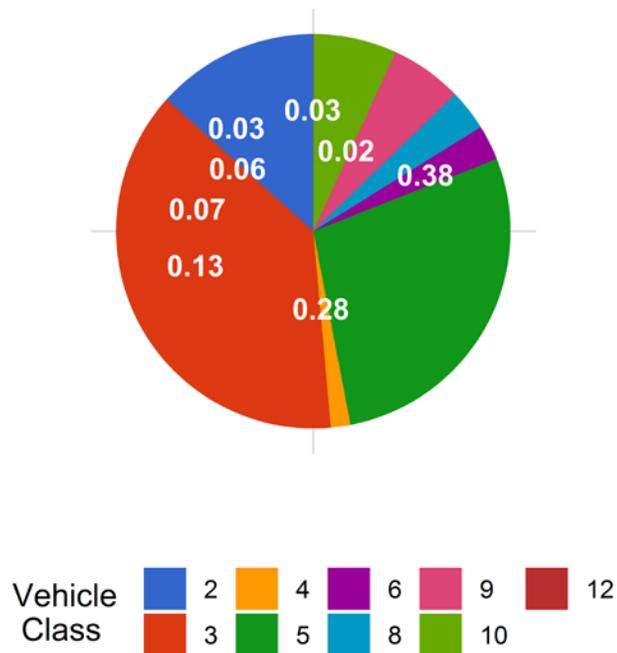


Figure 12 - Total ESALs by Class and Lane

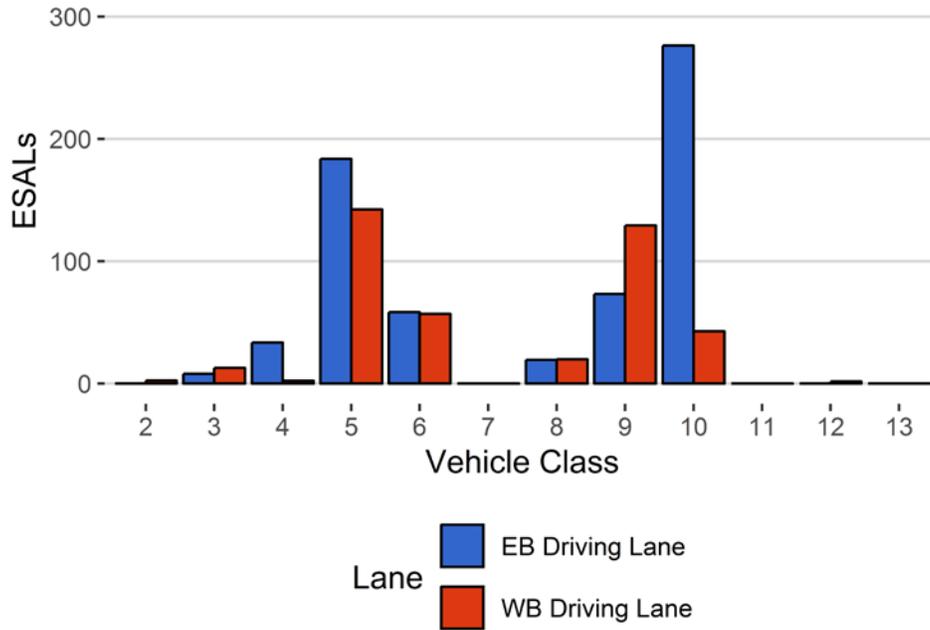
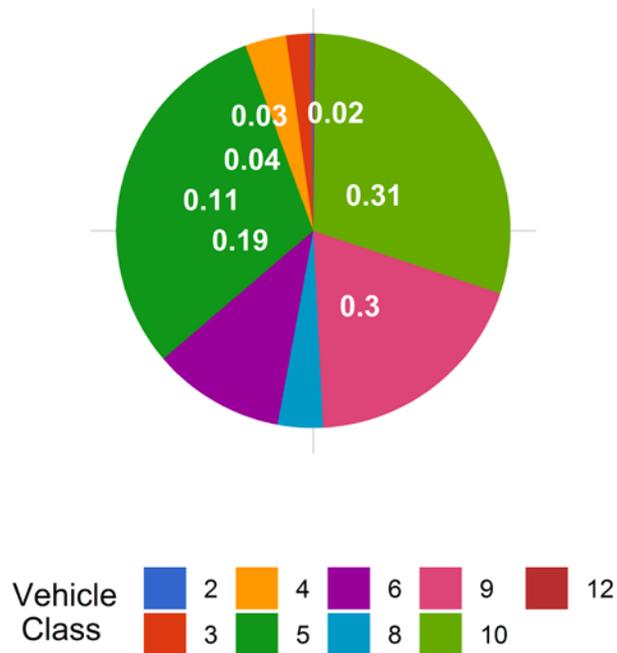


Figure 13 - ESALs by Class



**Table 1 Class 9 Front Axle Weight by Lane**

<i>Month</i>	<i>Lane 1 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 2 (Kips)</i>	<i>Front Axle +/- 9%</i>
September 2015	10.51	0.00	10.69	0.00
October 2015	11.07	5.36	10.79	0.99
November 2015	10.85	3.20	10.93	2.24
December 2015	11.03	4.92	11.19	4.71
January 2016	10.56	0.50	11.08	3.69
February 2016	10.52	0.10	11.19	4.71
March 2016	11.19	6.46	11.36	6.28
April 2016	11.21	6.66	11.07	3.55
May 2016	11.04	5.06	10.90	2.02
June 2016	10.95	4.18	10.71	0.24
July 2016	10.84	3.19	10.52	-1.58
September 2016	10.70	1.83	10.72	0.36
October 2016	10.79	2.64	10.77	0.75
November 2016	10.92	3.86	11.04	3.35
December 2016	10.79	2.64	10.69	0.00
January 2017	10.93	4.00	10.58	-0.98
February 2017	10.85	3.21	10.96	2.52
March 2017	11.07	5.33	11.13	4.15
April 2017	11.01	4.78	11.24	5.21
May 2017	10.78	2.61	10.82	1.25
June 2017	10.98	4.51	11.12	4.08
July 2017	11.01	4.77	10.79	0.99
September 2017	11.03	4.93	10.93	2.27
October 2017	10.68	1.65	10.74	0.55
January 2019	11.03	4.97	10.71	0.22

**Table 2 Vehicle Classification Data**

<i>Vehicle Class</i>	<i>Monthly Average Daily Volume</i>	<i>Monthly Total Volume</i>	<i>Monthly Total Volume Percentage</i>	<i>Monthly Total Overweight Vehicles</i>	<i>Monthly Total Overweight Percentage</i>
1	0	0	0	0	0
2	191	5925	26.9	0	0
3	334	10360	47	0	0
4	4	125	0.6	0	0
5	158	4885	22.2	21	12.2
6	4	121	0.6	23	13.4
7	0	0	0	0	0
8	9	271	1.2	2	1.2
9	6	197	0.9	27	15.7
10	5	147	0.7	98	57
11	0	0	0	0	0
12	0	1	0	1	0.6
13	0	0	0	0	0
<b>TOTAL</b>	<b>711</b>	<b>22033</b>	<b>100</b>	<b>172</b>	<b>100</b>

**Table 3 Top 10 Gross Vehicle Weight, Class 9 and 10**

<i>Date</i>	<i>Day of Week</i>	<i>Time</i>	<i>Vehicle Class</i>	<i>Direction</i>	<i>Lane</i>	<i>GVW (lbs)</i>
2019-01-22	Tuesday	22:07:47	10	WB	2	117.55
2019-01-17	Thursday	11:27:44	10	WB	2	104.29
2019-01-12	Saturday	14:30:28	10	EB	1	104.14
2019-01-22	Tuesday	14:00:04	10	EB	1	104.11
2019-01-16	Wednesday	14:35:40	10	EB	1	103.56
2019-01-23	Wednesday	14:05:25	10	EB	1	103.43
2019-01-08	Tuesday	10:55:10	10	EB	1	103.25
2019-01-28	Monday	07:25:36	10	EB	1	103.06
2019-01-04	Friday	08:43:46	10	EB	1	102.7
2019-01-08	Tuesday	09:44:41	10	EB	1	102.64

**Table 4 Freight Summary**

<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	EB	15	100	7	7	2098	92	351
5	EB	8	4216	2419	57.4	21262	16267	3443
6	EB	19	58	0	0	2405	0	652
8	EB	31	200	178	89	904	2682	111
9	EB	33	46	0	0	2979	0	731
10	EB	33.5	95	4	4.2	8628	85	2790
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>4715</b>	<b>2608</b>	<b>****</b>	<b>38276</b>	<b>****</b>	<b>8077</b>
<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	WB	15	20	8	40	293	102	56
5	WB	8	456	49	10.7	7233	356	1989
6	WB	19	58	1	1.7	2219	17	568
8	WB	31	59	19	32.2	1446	402	103
9	WB	33	142	41	28.9	5309	1257	988
10	WB	33.5	46	13	28.3	1883	403	389
12	WB	36.5	1	0	0	67	0	15
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>782</b>	<b>131</b>	<b>****</b>	<b>18451</b>	<b>****</b>	<b>4108</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>5497</b>	<b>2739</b>	<b>299</b>	<b>56726</b>	<b>21663</b>	<b>12185</b>

**Table 5 Gross Vehicle Weight by Class and Lane**

<i>Vehicle Class</i>	<i>EB</i>	<i>WB</i>	<i>Total</i>	<i>Percentage</i>
2	134	21390	21524	13.3
3	27915	33544	61459	38.1
4	2190	395	2585	1.6
5	37529	7589	45118	28
6	2405	2236	4642	2.9
8	3586	1848	5433	3.4
9	2979	6566	9546	5.9
10	8712	2286	10998	6.8
12	0	67	67	0
<b>TOTAL</b>	<b>85450</b>	<b>75922</b>	<b>161372</b>	<b>100</b>
<b>GVW/LANE</b>	<b>52.95</b>	<b>47.05</b>	<b>100</b>	<b>0.06</b>

**Table 6 ESALs by Class and Lane and Flexible ESAL Factors**

<i>Vehicle Class</i>	<i>EB</i>	<i>WB</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
2	0	2	2	0.2	0.0014
3	8	13	21	2	0.0048
4	34	2	36	3.4	0.64
5	184	142	326	30.7	0.15
6	58	57	115	10.8	2.03
8	20	20	39	3.7	0.34
9	73	129	203	19.1	2.2
10	276	43	319	30	4.49
12	0	2	2	0.2	1.2
<b>TOTAL</b>	<b>653</b>	<b>411</b>	<b>1064</b>	<b>100</b>	<b>11</b>
<b>ESALS/LANE</b>	<b>61.4</b>	<b>38.6</b>	<b>100</b>	-	-

**Table 7 Site Summary: Volume and Vehicle Class**

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCADT</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>
Jan 2019	22033	711	185	16286	73.9	5747.4	26.1
<b>TOTAL</b>	<b>22033</b>	<b>-</b>	<b>-</b>	<b>16286</b>	<b>-</b>	<b>5747</b>	<b>-</b>
<b>AVERAGE</b>	<b>22033</b>	<b>711</b>	<b>185</b>	<b>16286</b>	<b>74</b>	<b>5747</b>	<b>26</b>

## ESALS

<i>Month</i>	<i>ESALS EB Driving Lane</i>	<i>ESALS WB Driving Lane</i>	<i>Total ESALS</i>	<i>Pavement Life Decrease Months</i>
Jan 2019	666	412	1078	66.1
<b>TOTAL</b>	<b>666</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>666</b>	<b>412</b>	<b>1078</b>	<b>66</b>

## Gross Vehicle Weight

<i>Month</i>	<i>GVW EB Driving Lane</i>	<i>GVW WB Driving Lane</i>	<i>Total GVW Kips</i>
Jan 2019	86693	76018	162711
<b>TOTAL</b>	<b>86693</b>	<b>76018</b>	<b>162711</b>
<b>AVERAGE</b>	<b>86693</b>	<b>76018</b>	<b>162711</b>

## Overweight Vehicles

<i>Month</i>	<i>Total Number of Overweight Vehicles</i>	<i>Overweight / Total Volume</i>	<i>Overweight / Heavy Commercial Volume</i>	<i>Number Over 88,000 lbs</i>	<i>Number Over 98,000 lbs</i>
Jan 2019	174	0.8	3.1	98	38
<b>TOTAL</b>	<b>174</b>	<b>-</b>	<b>-</b>	<b>98</b>	<b>38</b>
<b>AVERAGE</b>	<b>174</b>	<b>0.8</b>	<b>3.1</b>	<b>98</b>	<b>38</b>

## Freight

<i>Month</i>	<i>EB Freight Tons</i>	<i>WB Freight Tons</i>	<i>Total Freight</i>	<i>EB Freight %</i>	<i>WB Freight %</i>
Jan 2019	8077	4108	12185	66.3	33.7
<b>TOTAL</b>	<b>8077</b>	<b>4108</b>	<b>12185</b>	-	-
<b>AVERAGE</b>	<b>8077.1</b>	<b>4108.3</b>	<b>12185.4</b>	<b>66.3</b>	<b>33.7</b>