

JULY 2018



**WIM #46
CSAH 1,
MP 11.4
WEST
CONCORD, MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #46 is located on CSAH 1 near West Concord in Dodge county.

System Operation

WIM #46 was operational for the entire month of July 2018. Volume was computed using all monthly data.

System Calibration

WIM #46 was most recently calibrated on 2016-12-19. Table 1 summarizes the front axle weights of class 9s by lane ¹. 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 ². 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: 13748 | Passenger Vehicles: 11319 | Heavy Commercial Vehicles: 2429

Monthly Average Daily Traffic (MADT): 443 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 78

See Table 2 for vehicle class breakdown

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

Volume trends. NB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Mondays. SB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Thursdays (see Figure 3 and 4).

Passenger Vehicles (PVs)

Volume trends. On an average 24-hour day (see Figure 5), NB PVs generally reached peak volume levels between 03 PM and 05 PM. Similarly, SB PVs peaked in volume between 06 AM and 05 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 03 PM and 05 PM, while volume going SB peaked between 06 AM and 05 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 5's.

Overweight HCVs

Volume trends. Of a total of 2429 HCVs, 537 of them were overweight³. These overweight HCVs contributed to 4.1% of total monthly volume, and 23.1% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Saturdays. SB overweight vehicles tended to reach highest volumes on Tuesdays, with lowest volumes reported on Sundays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 13 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 57.7% of all overweight vehicles traveling SB 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 November.

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 report⁴.

Using normal load limits ,13 NB vehicles exceeded 88,000 pounds (10 vehicles were Class 13's; 2 vehicles were Class 9's). Of vehicles traveling SB,

13 NB vehicles exceeded 88,000 pounds (12 vehicles were Class 13's; 1 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from July 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in July 2018. Data suggests that there were greater numbers of empty Class 9's than fully_loaded Class 9's traveling NB, while there were more fully_loaded Class 9's than empty traveling SB. Data also suggests that there were more fully_loaded Class 10's than empty traveling in the NB direction. In the SB direction, there were more fully_loaded class 10 vehicles.

Freight Totals. A total of 22852 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (53.1%) than NB (46.9%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 91587 (a precast pipe arch) is approximately 4.2 miles south of WIM #46. Bridge No. 91588 (a precast pipe arch) is approximately 7.8 miles south of WIM #46. WIM #46 recorded a total of 13748 vehicles with a combined GVW of 167398 kips (1 kip = 1,000 pounds = 0.5 tons) in July 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 2053 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 54.6% of all ESALs were recorded SB while 45.4% was observed NB. In particular, 80% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 48% 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).

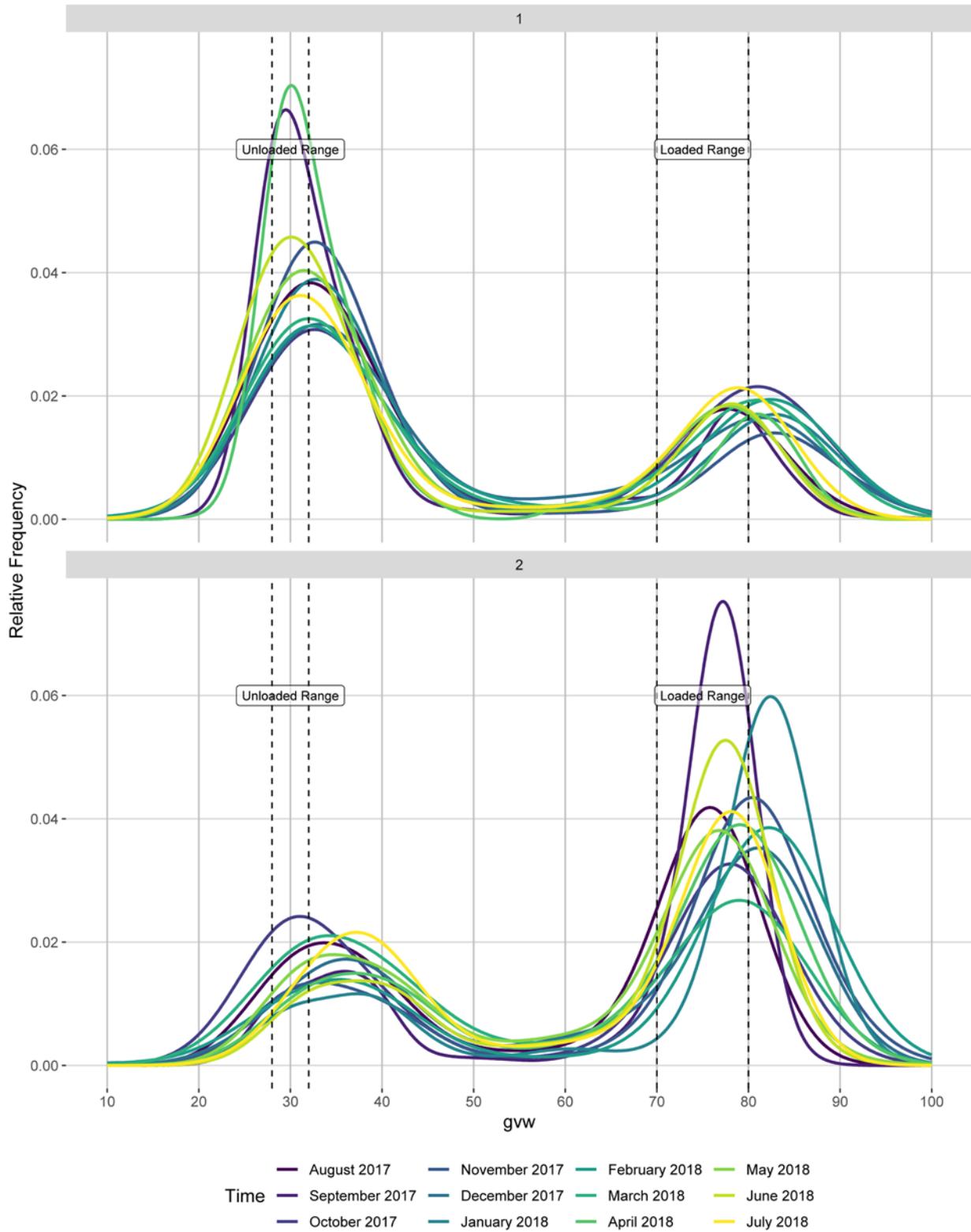
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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>

- ¹ 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
- ² 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.
- ³ 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
- ⁴ 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.

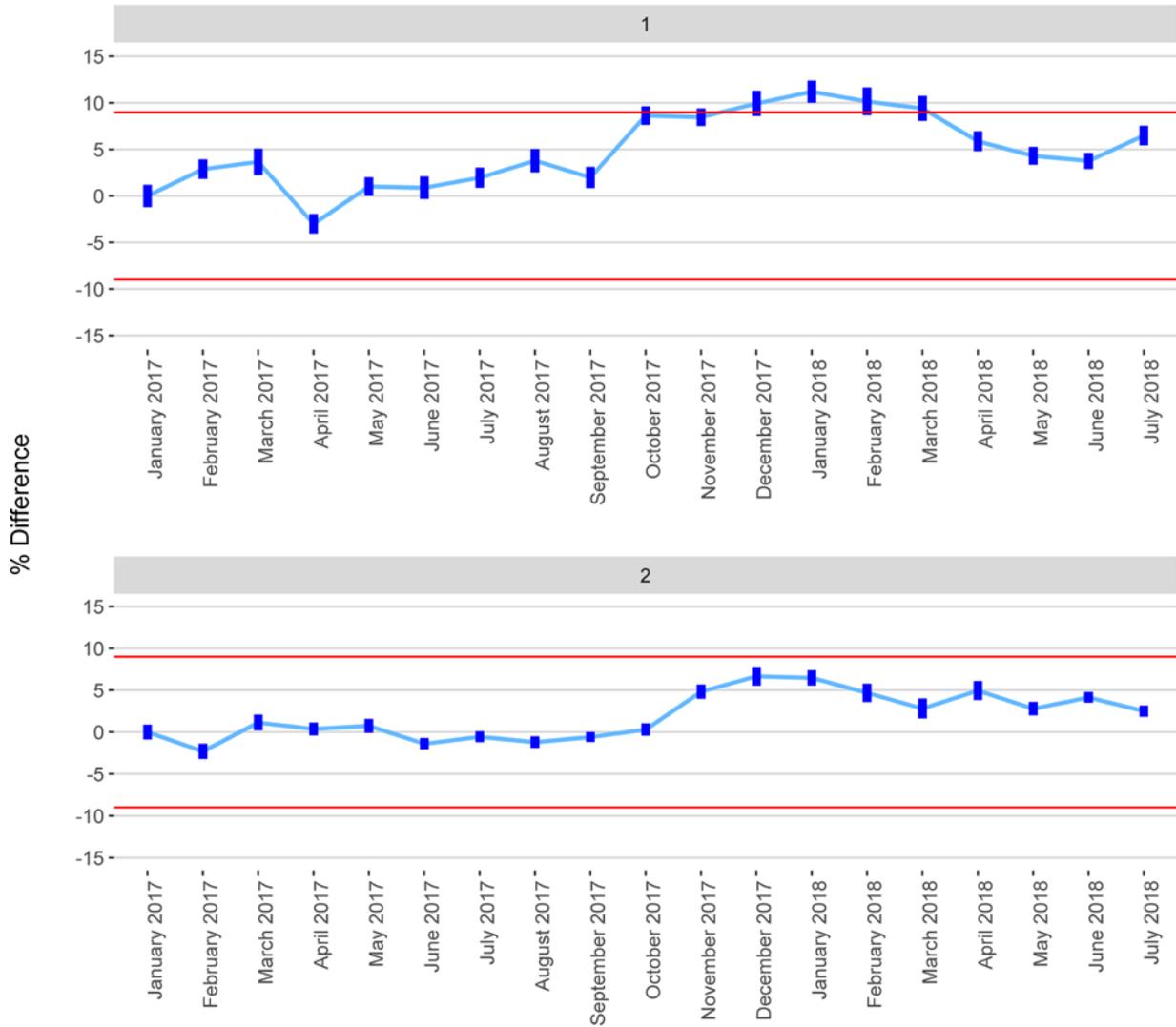
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

Figure 1 - Monthly Class 9 GWW Histogram



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

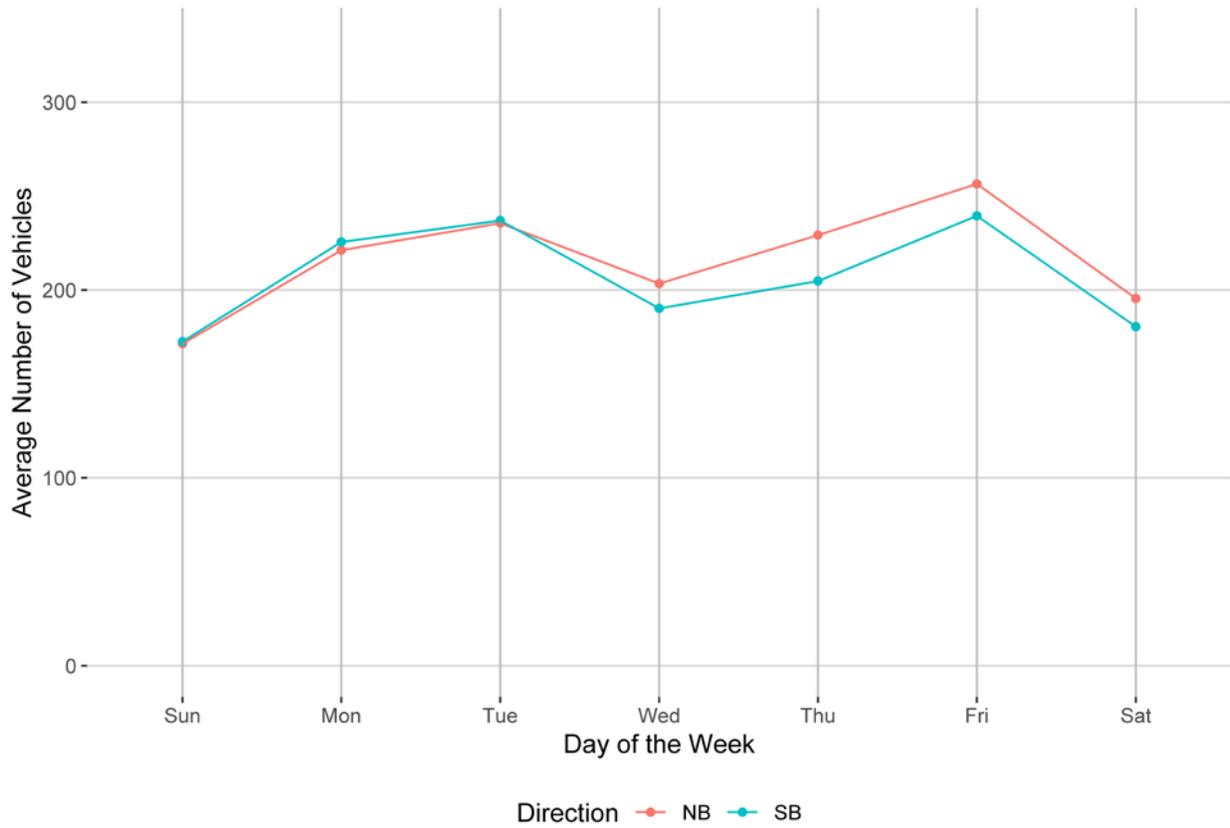


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

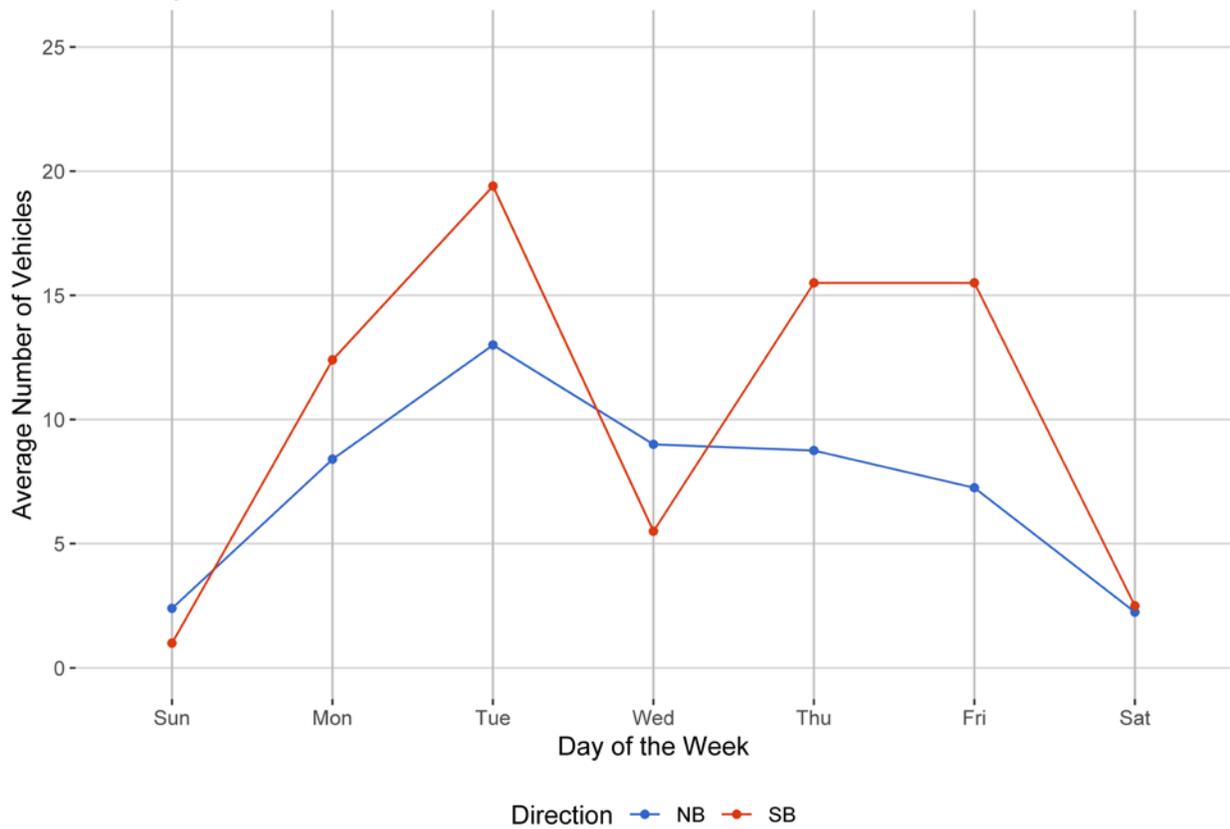


Figure 4 - Passenger Vehicles vs. Hour of the Day

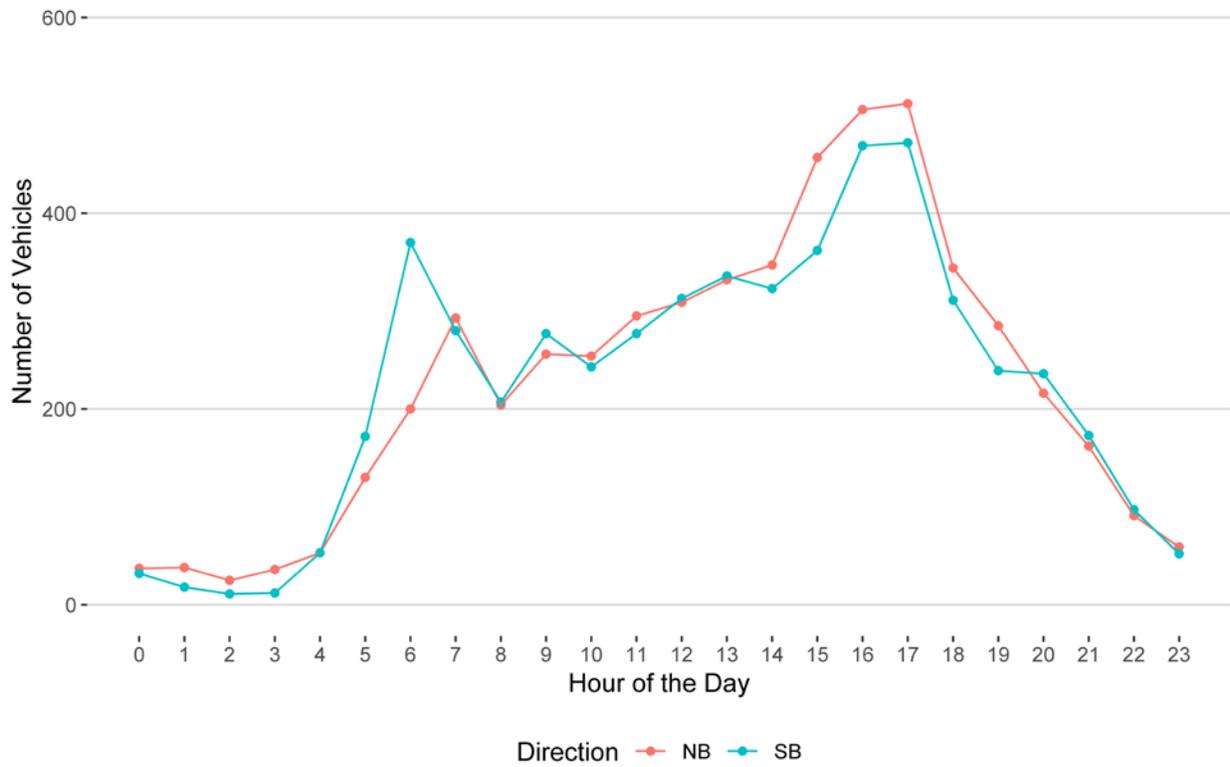


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

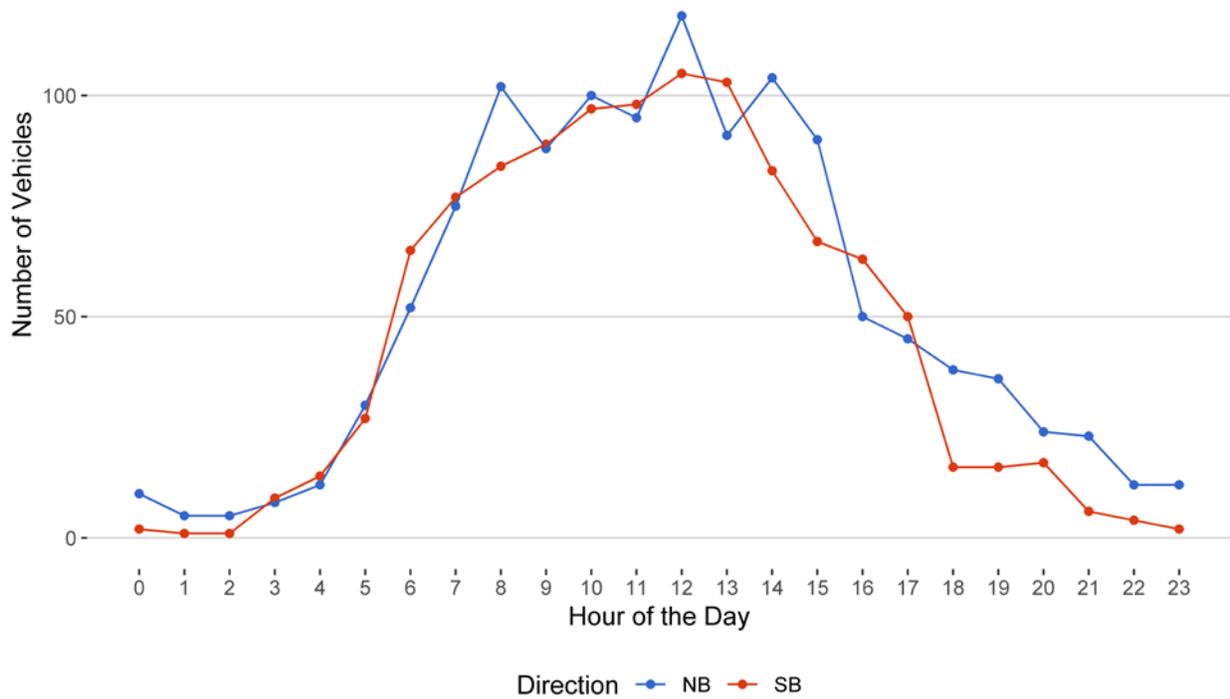


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

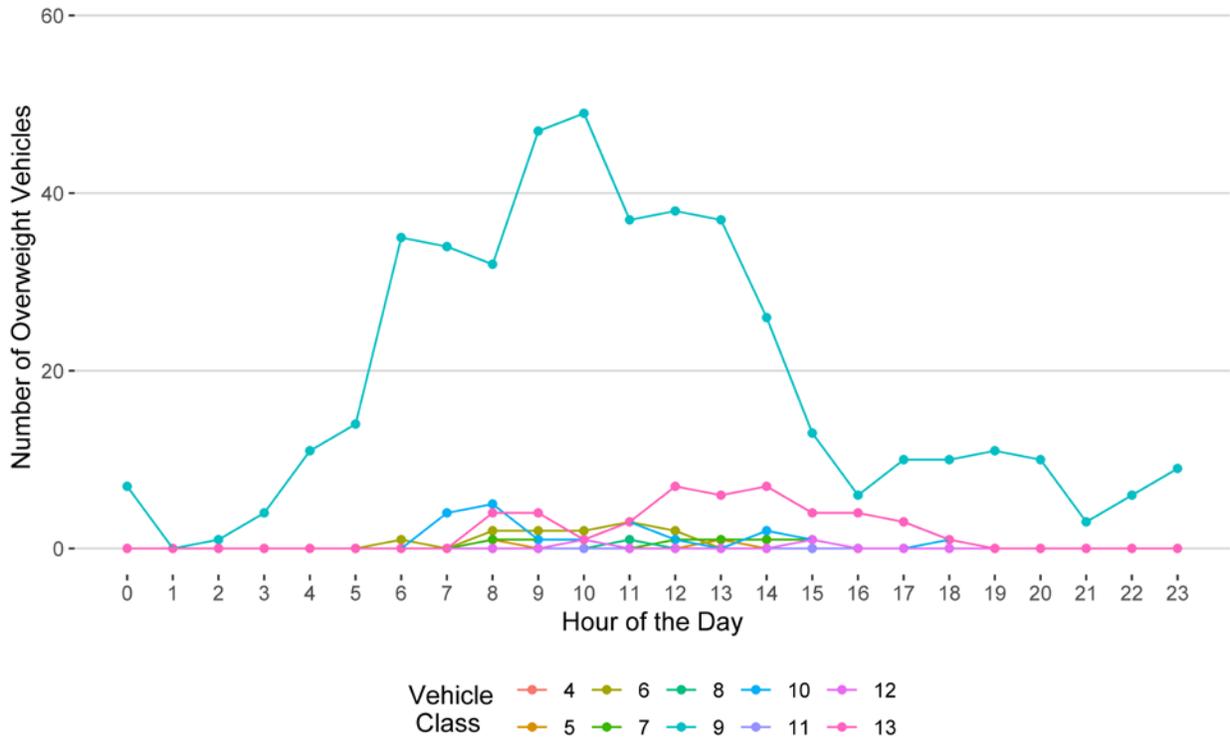


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

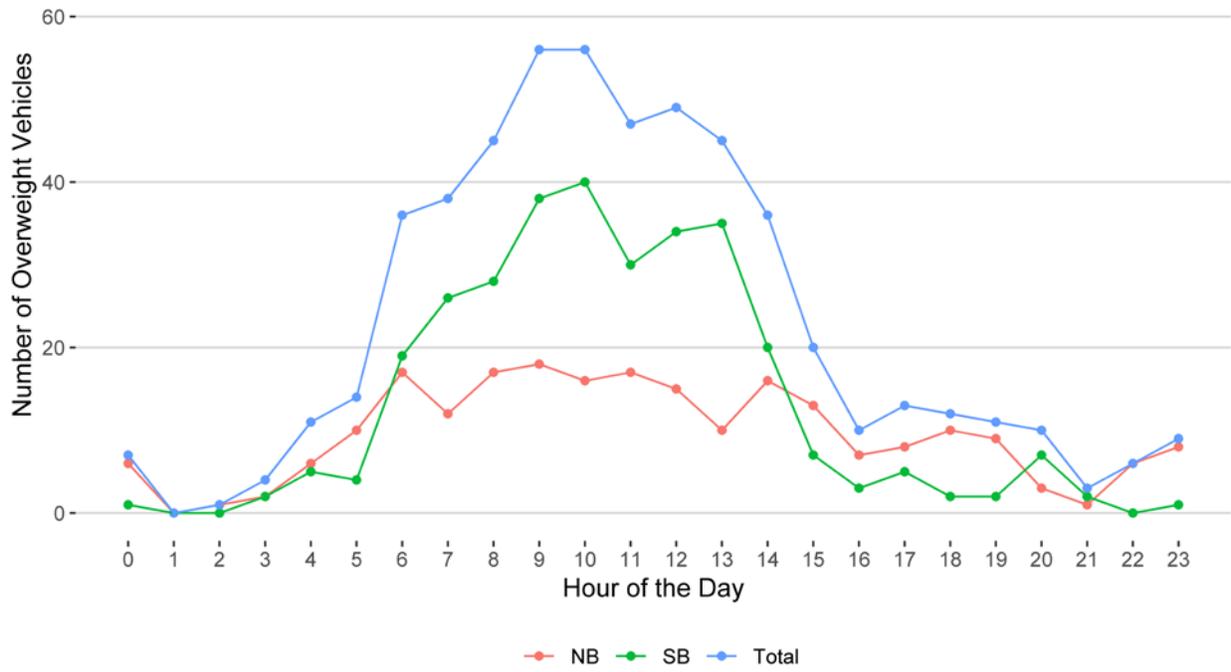
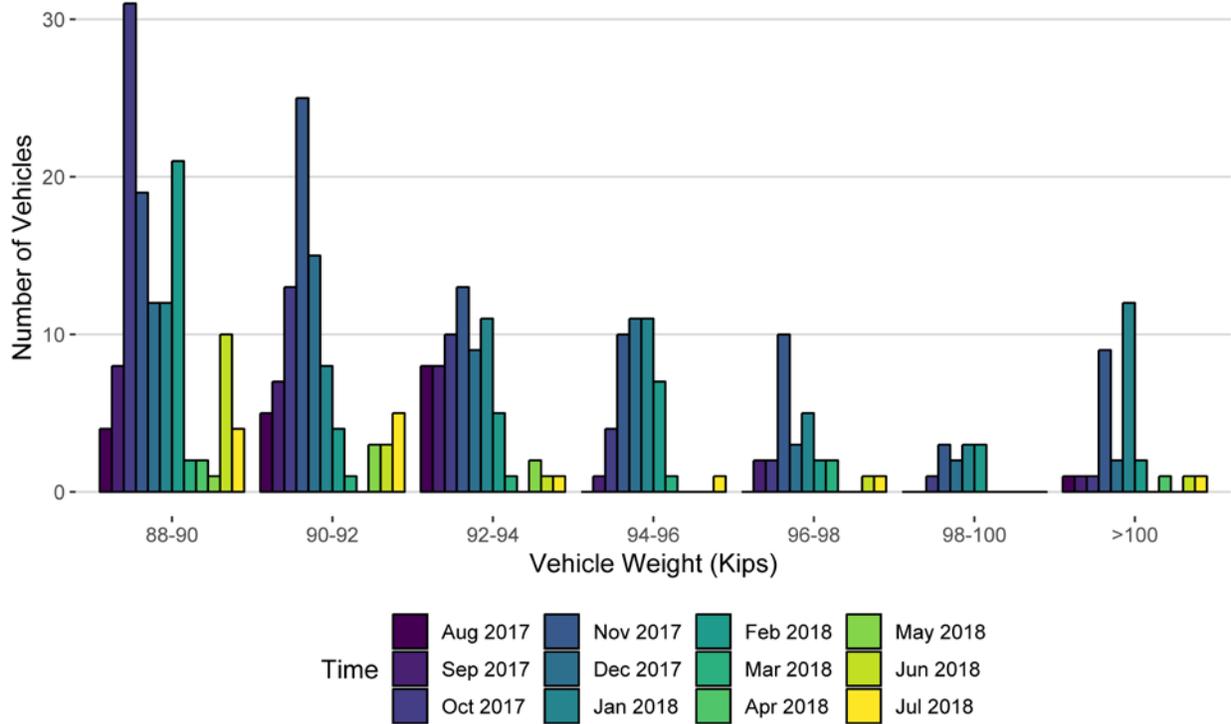
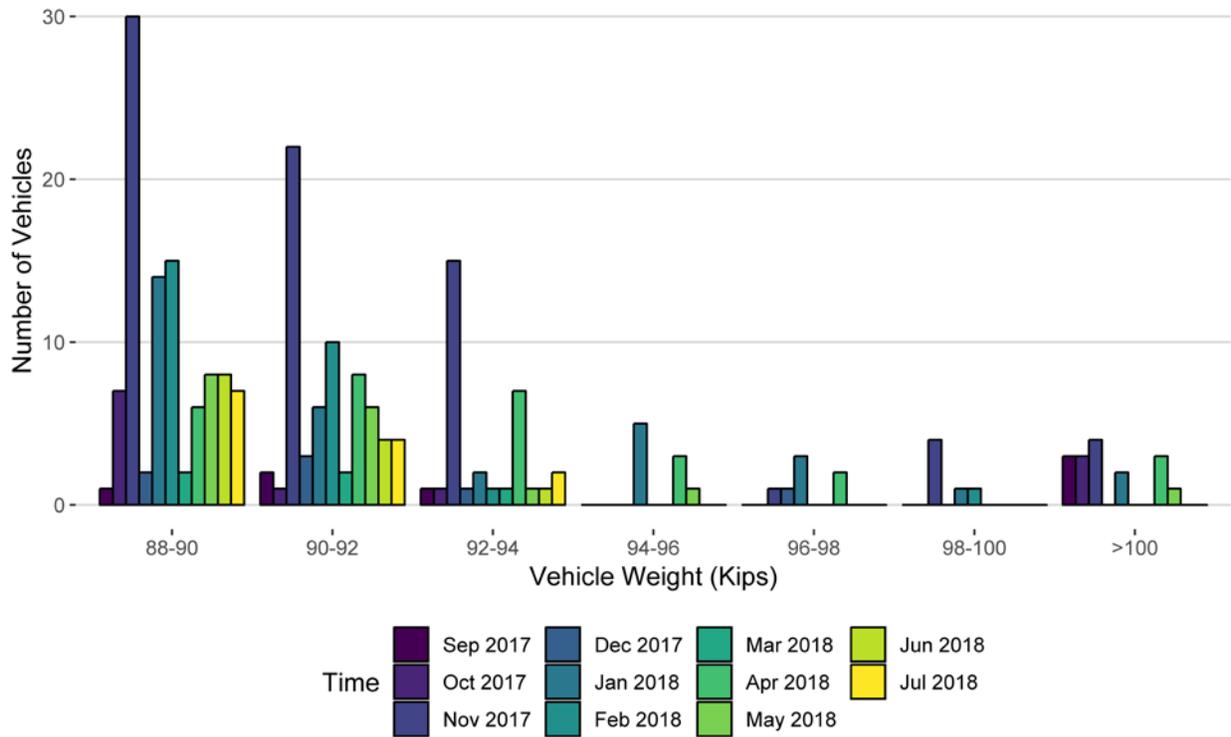


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018
88-90	4	8	31	19	12	12	21	2	2	1	10	4
90-92	5	7	13	25	15	8	4	1	0	3	3	5
92-94	8	8	10	13	9	11	5	1	0	2	1	1
94-96	0	1	4	10	11	11	7	1	0	0	0	1
96-98	0	2	2	10	3	5	2	2	0	0	1	1
98-100	0	0	1	3	2	3	3	0	0	0	0	0
>100	1	1	1	9	2	12	2	0	1	0	1	1
Total	18	27	62	89	54	62	44	7	3	6	16	13

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



Vehicle Weights (Kips)	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018
88-90	1	7	30	2	14	15	2	6	8	8	7
90-92	2	1	22	3	6	10	2	8	6	4	4
92-94	1	1	15	1	2	1	1	7	1	1	2
94-96	0	0	0	0	5	0	0	3	1	0	0
96-98	0	0	1	1	3	0	0	2	0	0	0
98-100	0	0	4	0	1	1	0	0	0	0	0
>100	3	3	4	0	2	0	0	3	1	0	0
Total	7	12	76	7	33	27	5	29	17	13	13

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

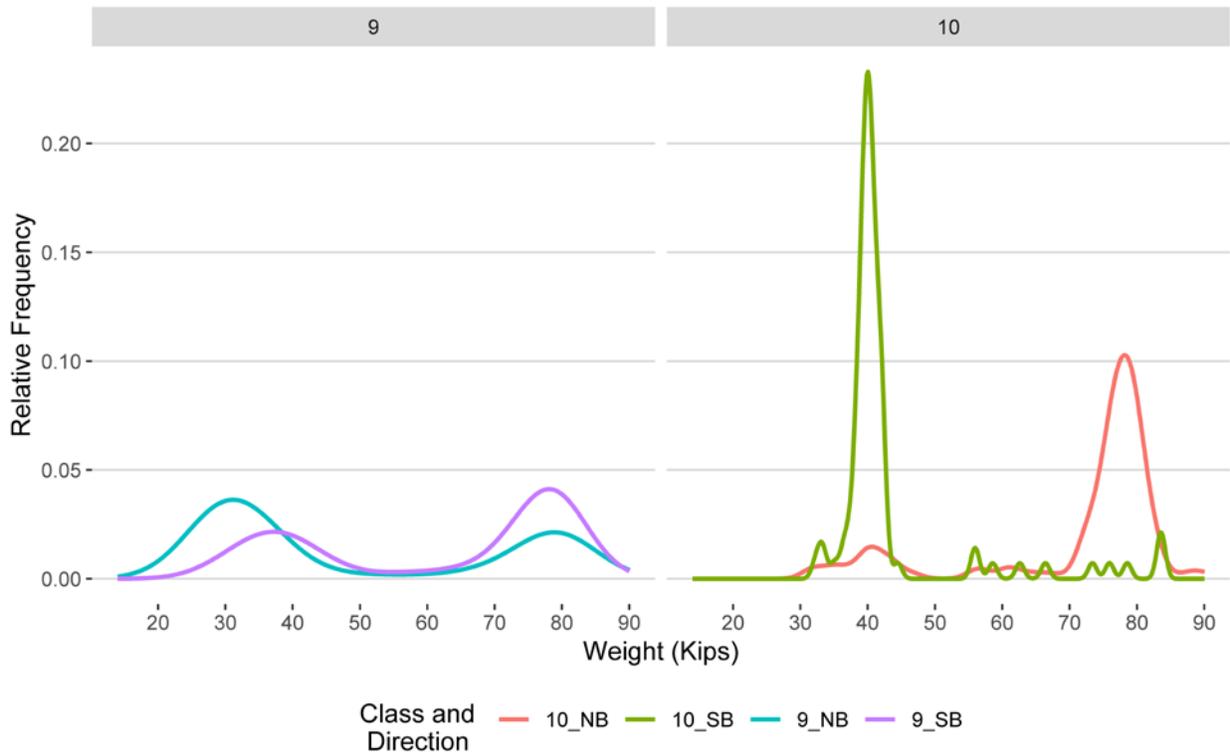


Figure 9 - Freight Percentage by Direction and Class

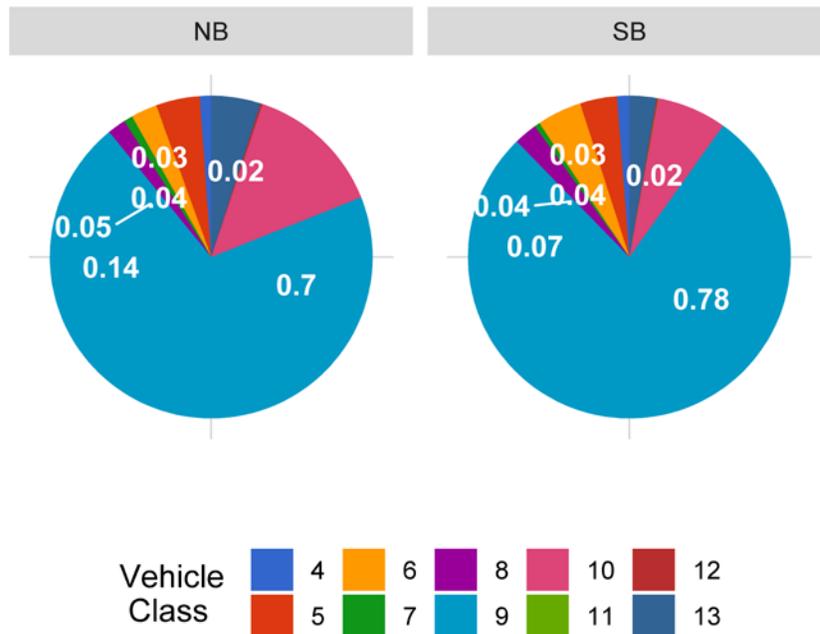


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

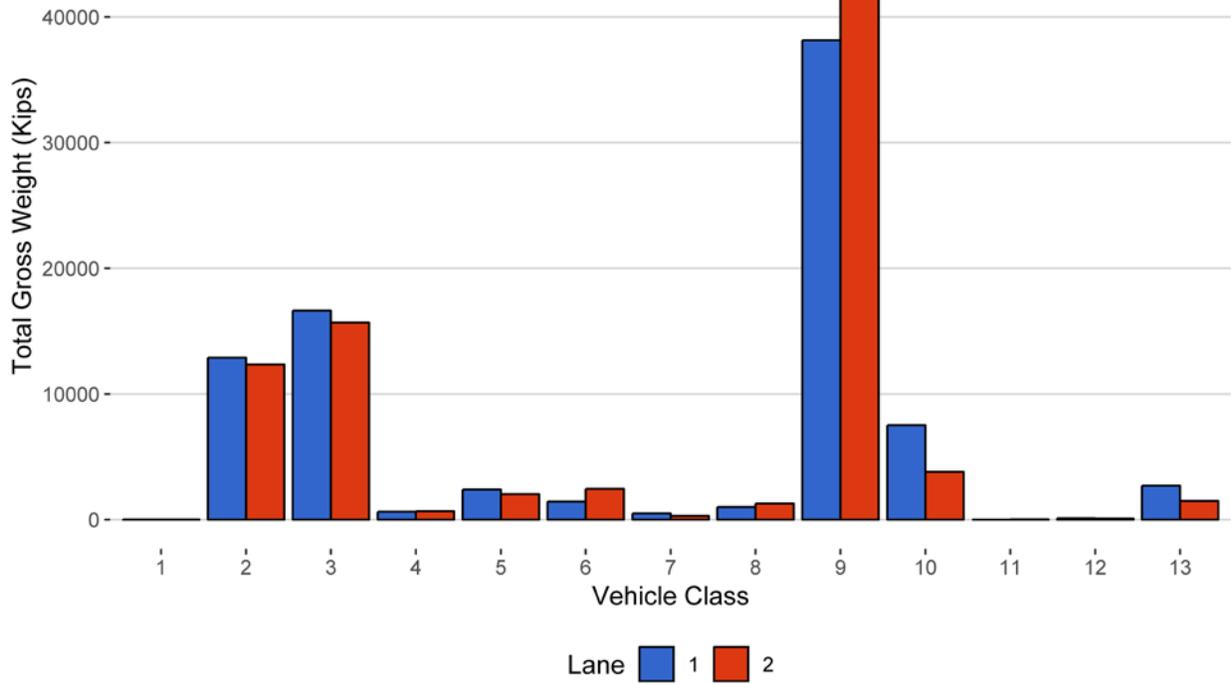


Figure 11 - Total Gross Vehicle Weight t

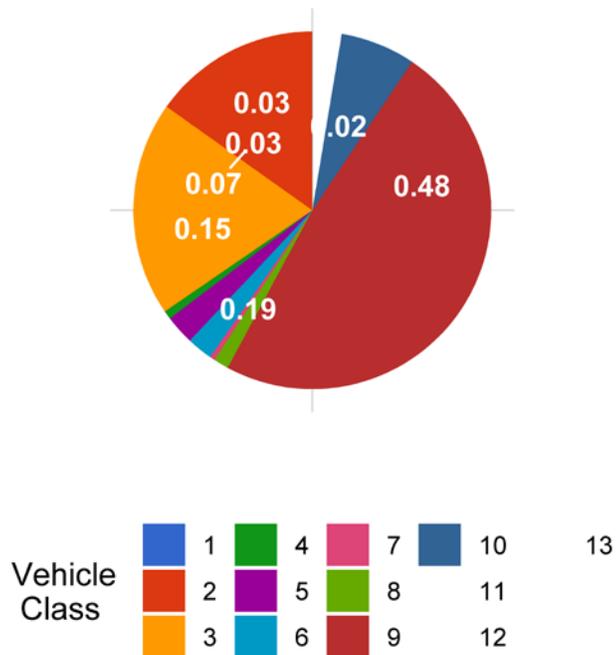


Figure 12 - Total ESALs by Class and Lane

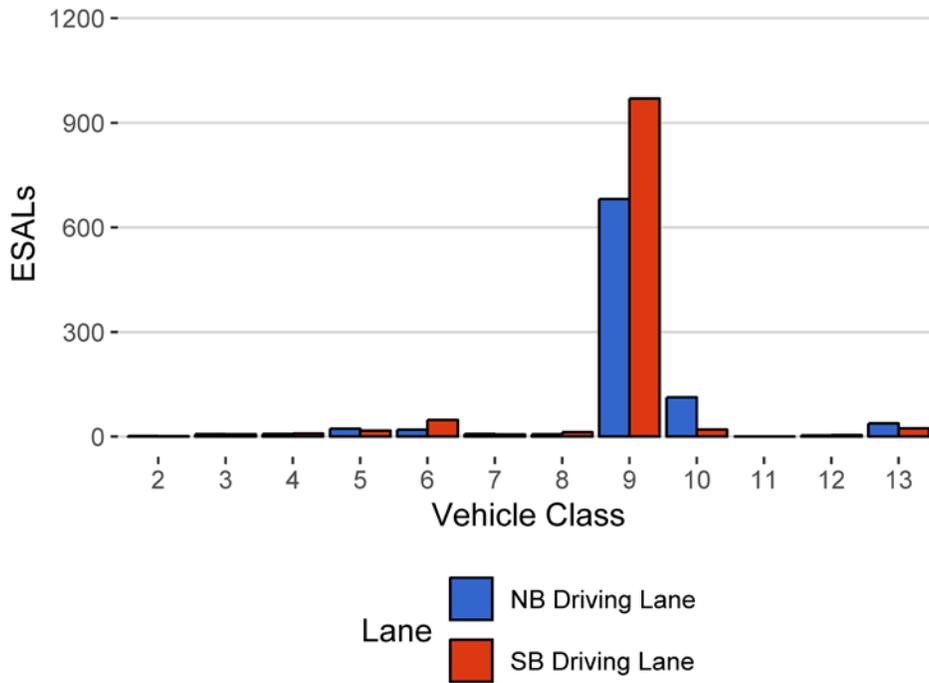


Figure 13 - ESALs by Class

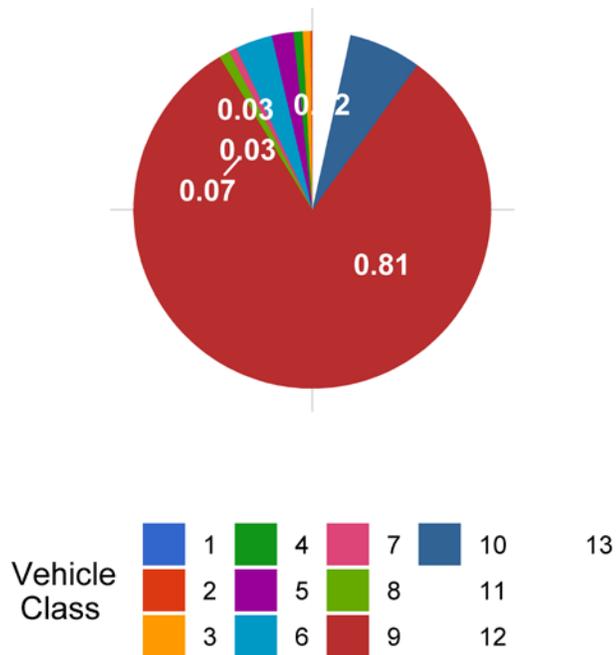


Table 1 Class 9 Front Axle Weight by Lane

<i>Month</i>	<i>Lane 1 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 2 (Kips)</i>	<i>Front Axle +/- 9%</i>
January 2017	9.68	0.00	9.86	0.00
February 2017	9.96	2.88	9.63	-2.29
March 2017	10.04	3.66	9.97	1.14
April 2017	9.39	-3.00	9.90	0.37
May 2017	9.78	1.02	9.93	0.74
June 2017	9.77	0.87	9.72	-1.39
July 2017	9.87	1.95	9.80	-0.56
August 2017	10.05	3.79	9.74	-1.21
September 2017	9.87	1.99	9.80	-0.60
October 2017	10.52	8.64	9.89	0.31
November 2017	10.50	8.46	10.34	4.83
December 2017	10.64	9.94	10.52	6.66
January 2018	10.77	11.21	10.50	6.47
February 2018	10.66	10.16	10.32	4.68
March 2018	10.59	9.41	10.14	2.82
April 2018	10.25	5.88	10.35	4.96
May 2018	10.10	4.32	10.14	2.79
June 2018	10.04	3.75	10.27	4.15
July 2018	10.31	6.49	10.11	2.51

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	8	0.1	0	0
2	208	6443	46.9	0	0
3	157	4867	35.4	0	0
4	2	52	0.4	0	0
5	12	366	2.7	2	0.4
6	4	124	0.9	12	2.2
7	0	15	0.1	7	1.3
8	3	80	0.6	1	0.2
9	50	1538	11.2	450	83.8
10	6	201	1.5	19	3.5
11	0	1	0	0	0
12	0	3	0	2	0.4
13	2	50	0.4	44	8.2
TOTAL	443	13748	100	537	100

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>
2018-07-11	Wednesday	12:20:59	9	NB	1	90.04
2018-07-17	Tuesday	10:15:44	10	NB	1	89.77
2018-07-06	Friday	11:47:10	9	NB	1	88.23
2018-07-11	Wednesday	10:18:27	9	SB	2	88.22
2018-07-13	Friday	14:03:17	10	NB	1	87.66
2018-07-27	Friday	04:14:40	9	NB	1	86.34
2018-07-25	Wednesday	06:08:13	9	NB	1	85.39
2018-07-28	Saturday	03:31:38	9	NB	1	84.6
2018-07-10	Tuesday	22:59:15	9	NB	1	84.29
2018-07-11	Wednesday	09:55:54	9	NB	1	84.15

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	NB	15	26	5	19.2	555	68	120
5	NB	8	186	11	5.9	2306	83	453
6	NB	19	46	1	2.2	1412	15	278
7	NB	11.5	9	0	0	487	0	192
8	NB	31	36	23	63.9	453	545	25
9	NB	33	784	306	39	29292	8858	6759
10	NB	33.5	105	2	1.9	7443	64	1996
12	NB	36.5	2	1	50	86	21	25
13	NB	31.5	31	0	0	2697	0	860
TOTAL	****	****	1225	349	****	44730	****	10708
<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	SB	15	24	2	8.3	641	27	155
5	SB	8	164	10	6.1	1948	73	358
6	SB	19	72	0	0	2443	0	537
7	SB	11.5	5	0	0	293	0	118
8	SB	31	40	17	42.5	843	432	65
9	SB	33	685	48	7	40970	1471	9975
10	SB	33.5	87	3	3.4	3702	99	444
11	SB	36.5	1	1	100	0	19	0
12	SB	36.5	1	0	0	77	0	20
13	SB	31.5	17	0	0	1480	0	472
TOTAL	****	****	1096	81	****	52396	****	12144
GRAND TOTAL	****	****	2321	430	349	97126	11775	22852

Table 5 Gross Vehicle Weight by Class and Lane

<i>Vehicle Class</i>	<i>NB</i>	<i>SB</i>	<i>Total</i>	<i>Percentage</i>
1	6	3	8	0
2	12881	12348	25229	15.2
3	16629	15679	32308	19.4
4	623	668	1292	0.8
5	2388	2021	4409	2.6
6	1427	2443	3870	2.3
7	487	293	780	0.5
8	997	1275	2273	1.4
9	38150	42442	80591	48.4
10	7506	3801	11307	6.8
11	0	19	19	0
12	106	77	183	0.1
13	2697	1480	4176	2.5
TOTAL	83898	82548	166446	100
GVW/LANE	50.41	49.59	100	0.06

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

<i>Vehicle Class</i>	<i>NB</i>	<i>SB</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0.1111
2	2	1	3	0.2	0.0014
3	8	7	14	0.7	0.007
4	8	9	17	0.8	0.71
5	22	17	40	2	0.24
6	20	48	68	3.4	1.17
7	8	6	14	0.7	1.74
8	7	13	20	1	0.58
9	681	969	1651	81.3	2.29
10	113	20	133	6.6	1.4
11	0	0	0	0	0.92
12	3	5	8	0.4	1.88
13	38	24	62	3	2.28
TOTAL	910	1120	2030	100	13
ESALS/LANE	44.8	55.2	100	-	-

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>
Aug 2017	14264	460	71	12064	84.6	2200.3	15.4
Sep 2017	13123	437	90	10422	79.4	2701.5	20.6
Oct 2017	14069	454	92	11212	79.7	2856.5	20.3
Nov 2017	13393	446	109	10138	75.7	3255.4	24.3
Dec 2017	10680	344	48	9198	86.1	1482.5	13.9
Jan 2018	9974	322	58	8177	82	1797.3	18
Feb 2018	9024	322	56	7467	82.7	1557.3	17.3
Mar 2018	10822	349	45	9412	87	1410	13
Apr 2018	10759	359	54	9130	84.9	1628.7	15.1
May 2018	14659	473	82	12128	82.7	2530.7	17.3
Jun 2018	14918	497	87	12313	82.5	2604.8	17.5
Jul 2018	13748	444	78	11319	82.3	2429.3	17.7
TOTAL	149433	-	-	122980	-	26454	-
AVERAGE	12453	409	72	10248	82	2205	18

ESALS

<i>Month</i>	<i>ESALS NB Driving Lane</i>	<i>ESALS SB Driving Lane</i>	<i>Total ESALS</i>	<i>Pavement Life Decrease Months</i>
Aug 2017	615	990	1605	0
Sep 2017	656	1623	2280	0.2
Oct 2017	1316	1374	2690	4.1
Nov 2017	1034	2181	3215	17.8
Dec 2017	635	793	1427	3.4
Jan 2018	784	1500	2284	10.6
Feb 2018	724	1115	1839	9.4
Mar 2018	541	630	1170	3.3
Apr 2018	462	863	1325	3.7
May 2018	753	1132	1885	6
Jun 2018	760	1414	2173	1.1
Jul 2018	931	1121	2053	0.3
TOTAL	9210	-	-	-
AVERAGE	768	1228	1996	5

Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Aug 2017	55605	68986	124591
Sep 2017	53051	55564	108616
Oct 2017	53496	52160	105656
Nov 2017	54103	59595	113698
Dec 2017	81509	84194	165703
Jan 2018	83916	92328	176243
Feb 2018	84746	82653	167398
Mar 2018	70590	77709	148299
Apr 2018	74076	92119	166195
May 2018	91106	87939	179046
Jun 2018	80715	103216	183930
Jul 2018	54550	54404	108954
TOTAL	837463	910866	1748329
AVERAGE	69789	75905	145694

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>
Aug 2017	335	2.5	16.2	18	1
Sep 2017	569	4.8	22.8	35	4
Oct 2017	743	5.8	28.3	74	5
Nov 2017	951	8.2	33.6	165	20
Dec 2017	407	4.1	29.7	61	4
Jan 2018	685	7.7	42.2	95	18
Feb 2018	552	6.6	37.6	71	6
Mar 2018	316	3.1	23.4	12	0
Apr 2018	365	3.6	23.6	32	4
May 2018	432	3.1	17.8	23	1
Jun 2018	518	3.6	20.5	29	1
Jul 2018	539	4.1	23	26	1
TOTAL	6412	-	-	641	65
AVERAGE	534.3	4.8	26.6	53.4	5.4

Freight

<i>Month</i>	<i>NB Freight Tons</i>	<i>SB Freight Tons</i>	<i>Total Freight</i>	<i>NB Freight %</i>	<i>SB Freight %</i>
Aug 2017	7343	11016	18359	40	60
Sep 2017	7665	16870	24535	31.2	68.8
Oct 2017	13207	13672	26879	49.1	50.9
Nov 2017	10149	20105	30254	33.5	66.5
Dec 2017	6725	7700	14425	46.6	53.4
Jan 2018	7270	13162	20432	35.6	64.4
Feb 2018	7290	9801	17090	42.7	57.3
Mar 2018	5578	6340	11918	46.8	53.2
Apr 2018	4982	9019	14001	35.6	64.4
May 2018	8683	12489	21172	41	59
Jun 2018	8623	15037	23660	36.4	63.6
Jul 2018	10708	12144	22852	46.9	53.1
TOTAL	98222	147357	245579	-	-
AVERAGE	8185.2	12279.8	20464.9	40.5	59.5