

JULY 2019



**WIM #47  
MN 36, MP 202.9  
OAK PARK  
HEIGHTS, MN**

**MONTHLY  
REPORT**

*Your Destination... Our Priority*



## WIM Site Location

WIM #47 is located on MN 36 near Oak Park Heights in Washington county. The WIM is located only on the westbound (WB) side of MN 36, meaning that all data mentioned in this report pertains to WB traffic only (Lanes 1 and 2).

## System Operation

WIM #47 was operational for the entire month of July 2019. Volume was computed using all monthly data.

## System Calibration

WIM #47 was most recently calibrated on 2017-09-18. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. Figure 1 shows the distribution of gross vehicle weights (GVW) in the Class 9s at this site for the last 12 months <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: 657610 | Passenger Vehicles: 627954 | Heavy Commercial Vehicles: 29656

Monthly Average Daily Traffic (MADT): 21213 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 957

See Table 2 for vehicle class breakdown

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

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

### Passenger Vehicles (PVs)

**Volume trends.** On an average 24-hour day (see Figure 5), WB PVs generally reached peak volume levels between 02 PM and 04 PM.

### Heavy Commercial Vehicles (HCVs)

**Volume trends.** On an average 24-hour day, HCVs traveling WB typically reached peak volume levels between 02 PM and 04 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 29656 HCVs, 2398 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 0.4% of total monthly volume, and 8.3% of total monthly HCV volume. WB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Sundays See Figure 3 .

The top two overweight violators by class were the class 9 and class 10 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours (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 report <sup>4</sup>.

Using normal load limits ,117 WB vehicles exceeded 88,000 pounds (62 vehicles were Class 13's; 43 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from July 2019.

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

**Freight Totals.** A total of 242222 tons of freight was recorded to have crossed the WIM. See Table 4 and Figure 11 for more freight information.

####**Infrastructure Considerations Bridge.** Bridge No. 82045 (an extradosed cable stayed) is approximately 1 mile east of WIM #47. WIM #47 recorded a total of 657610 vehicles with a combined GVW of 3894952 kips (1 kip = 1,000 pounds = 0.5 tons) in July 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 19581 equivalent single axle loads (ESALs) passed over the pavement at this site. In particular, 57% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 16% 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>

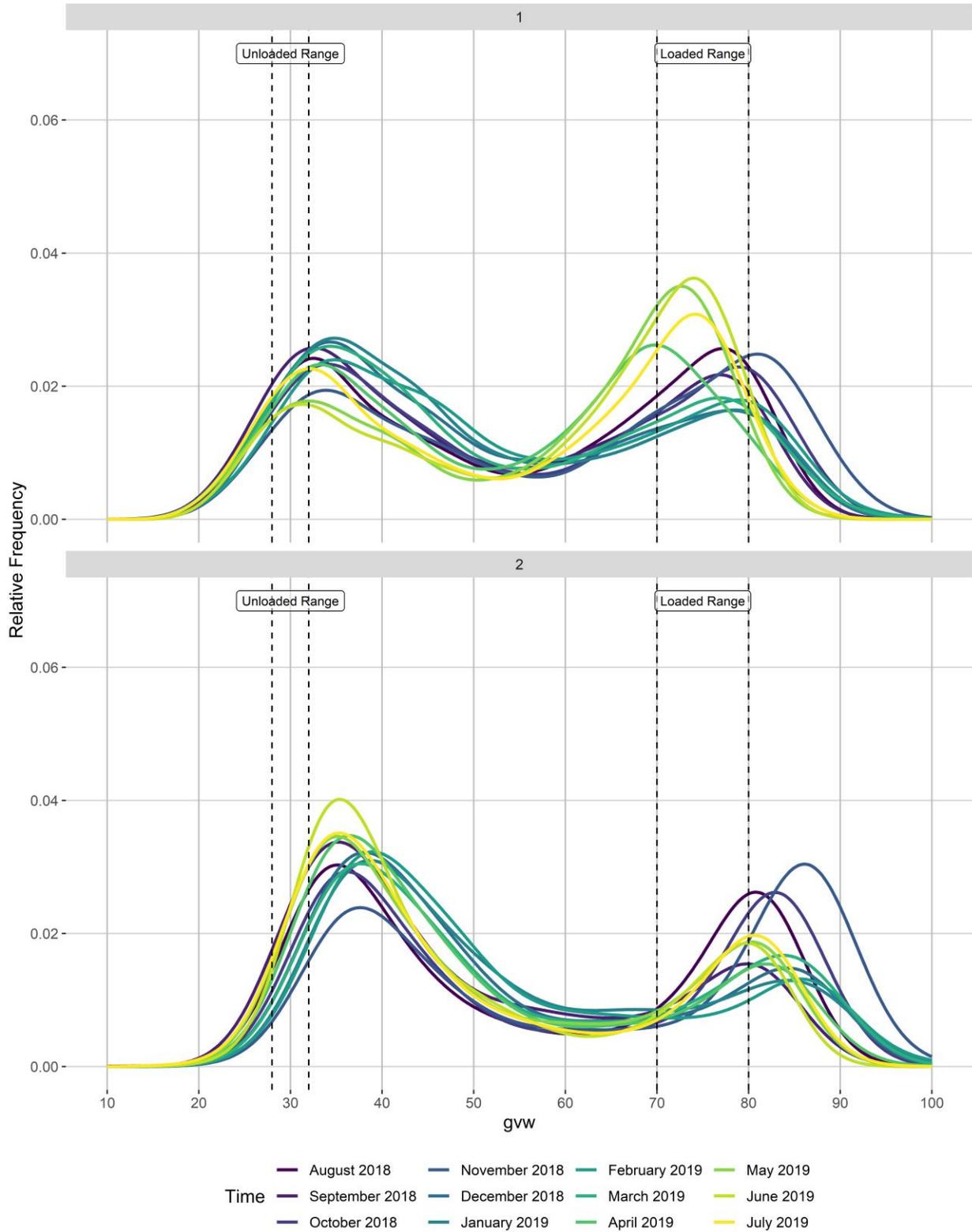
- <sup>1</sup> Front axle weights of Class 9s are monitored on a monthly basis to assure performance between calibrations. The current goal of the WIM scale calibration is to have each individual axle weight stay within a range of +/-9% of baseline calibration values
- <sup>2</sup> Previous WIM research 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.

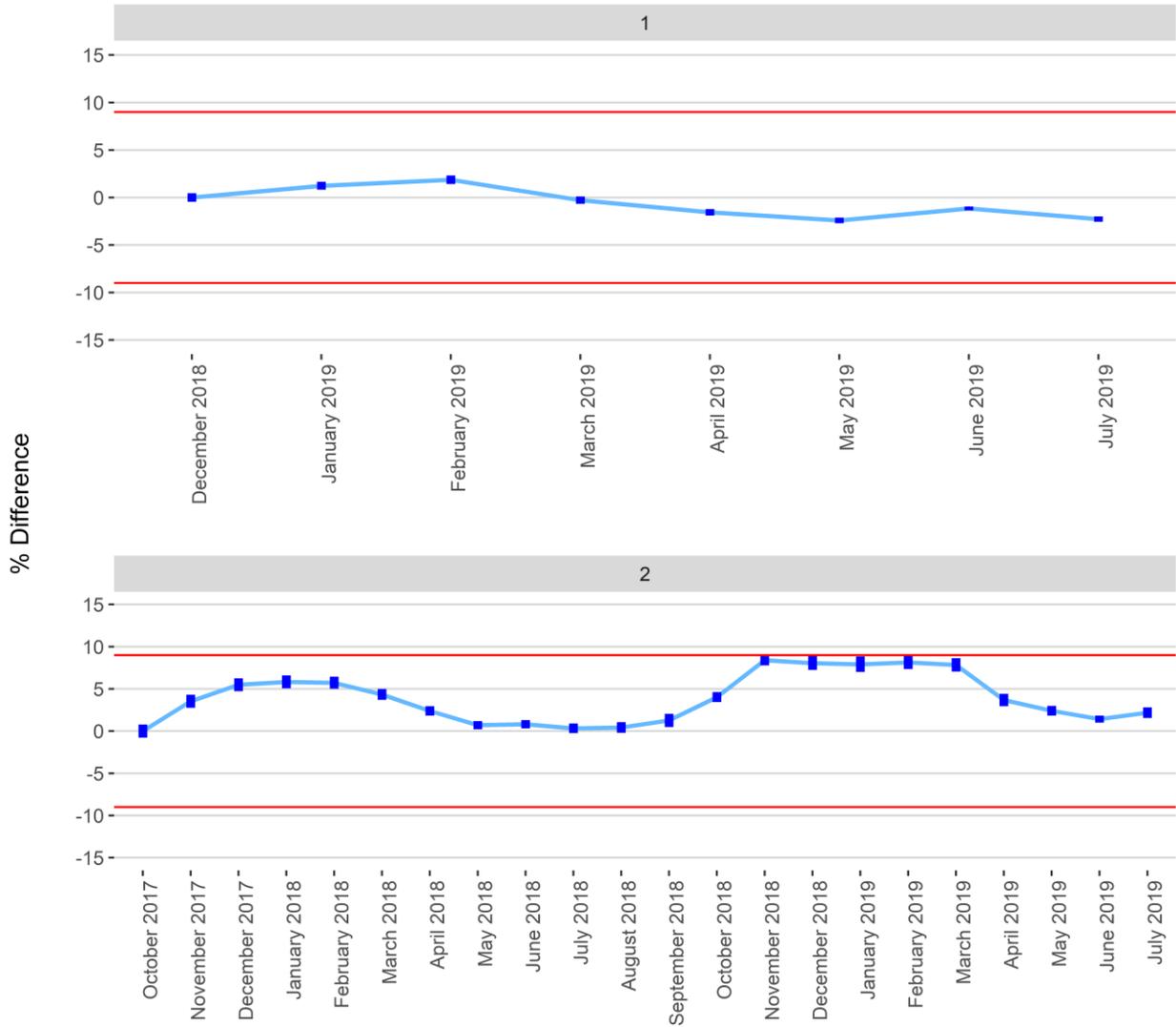
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Figure 1 - Monthly Class 9 GVW Histogram



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

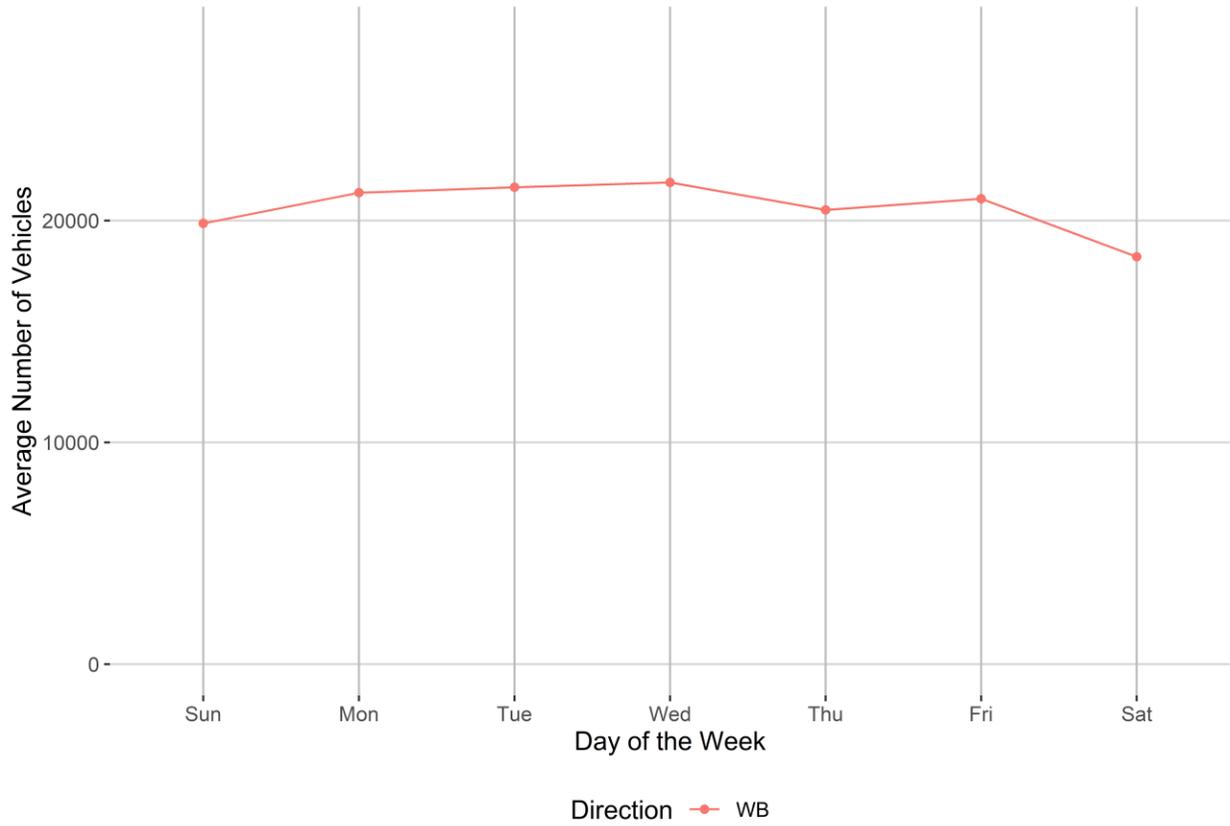


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

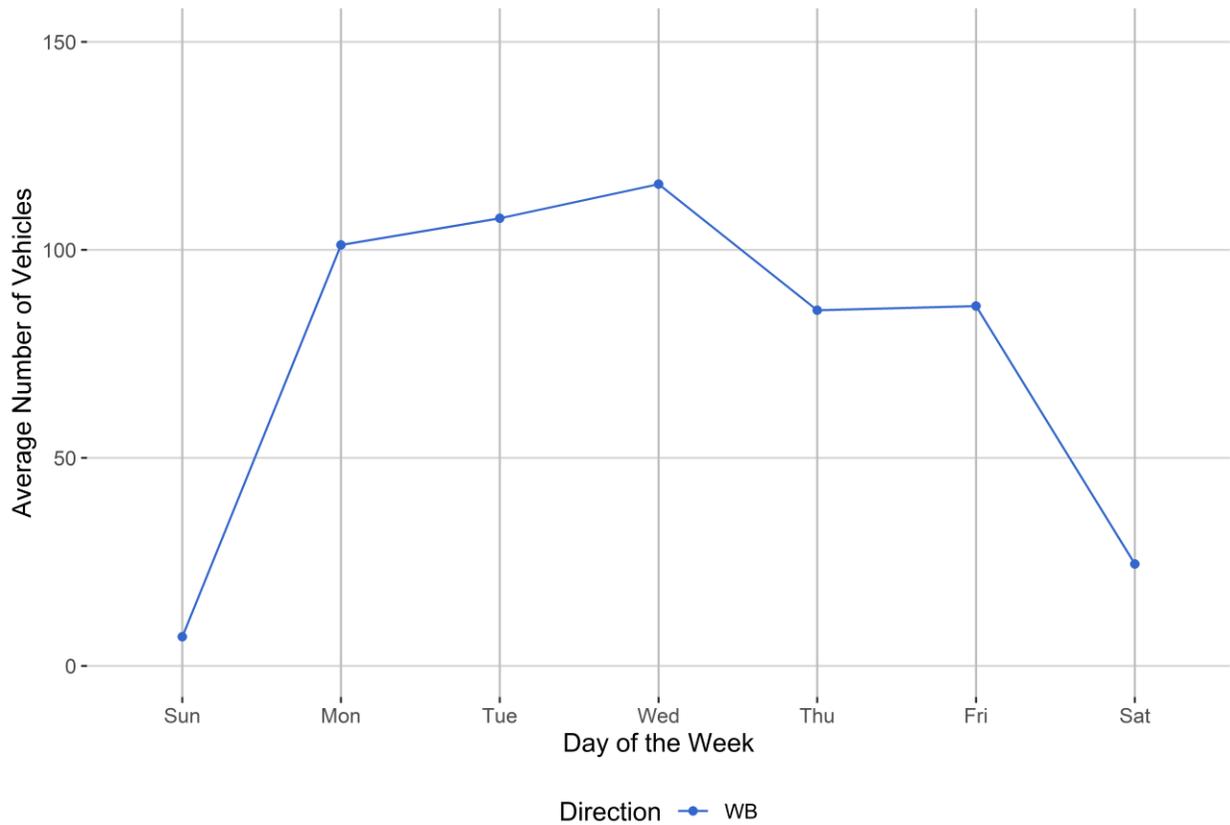


Figure 4 - Passenger Vehicles vs. Hour of the Day

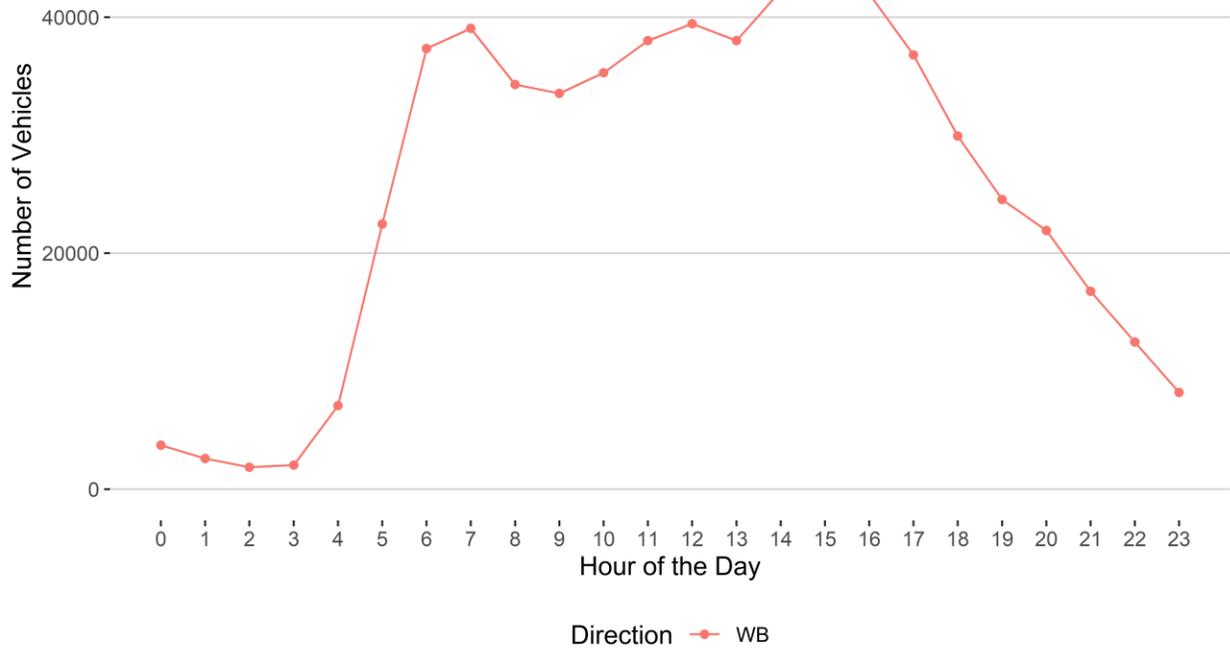


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

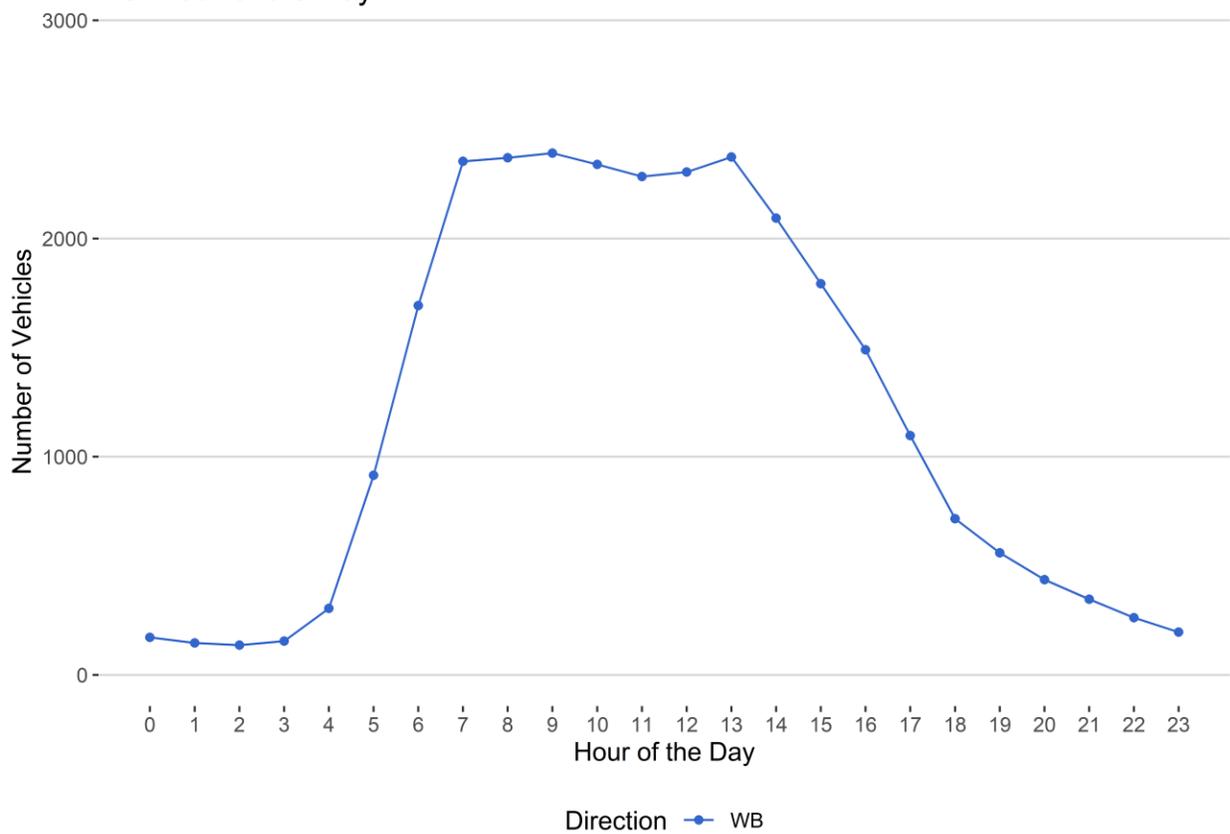




Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

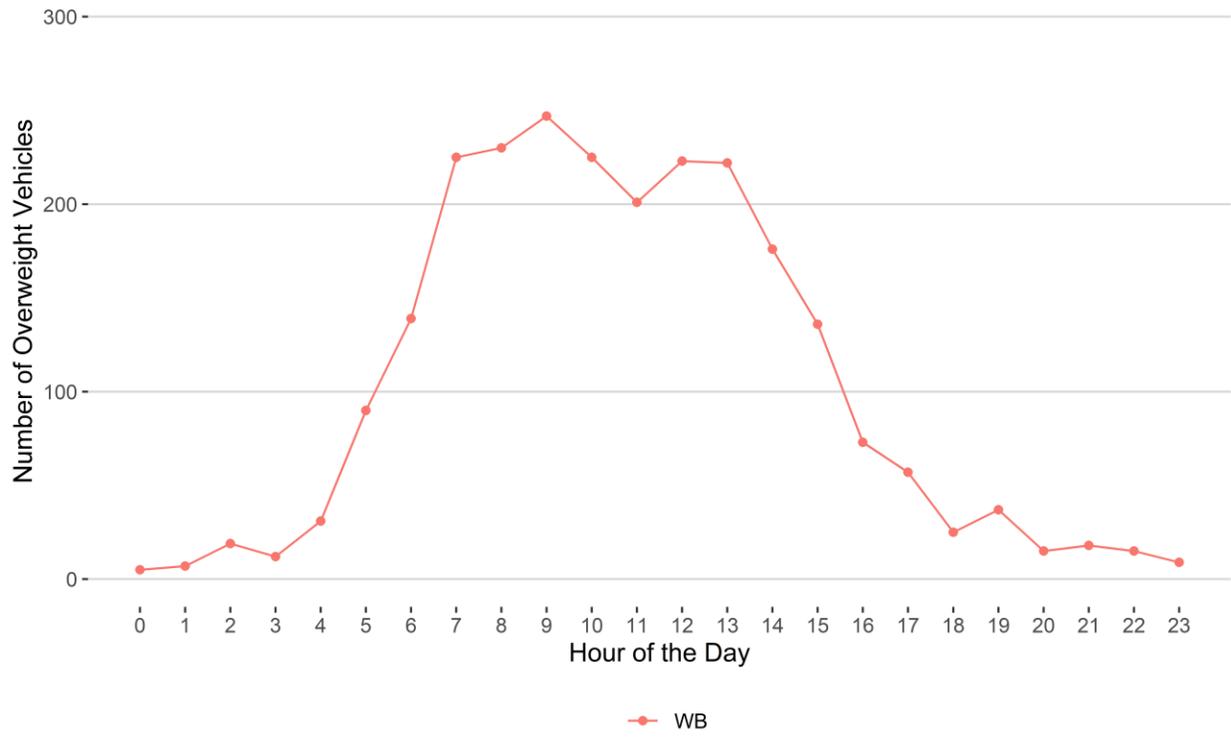
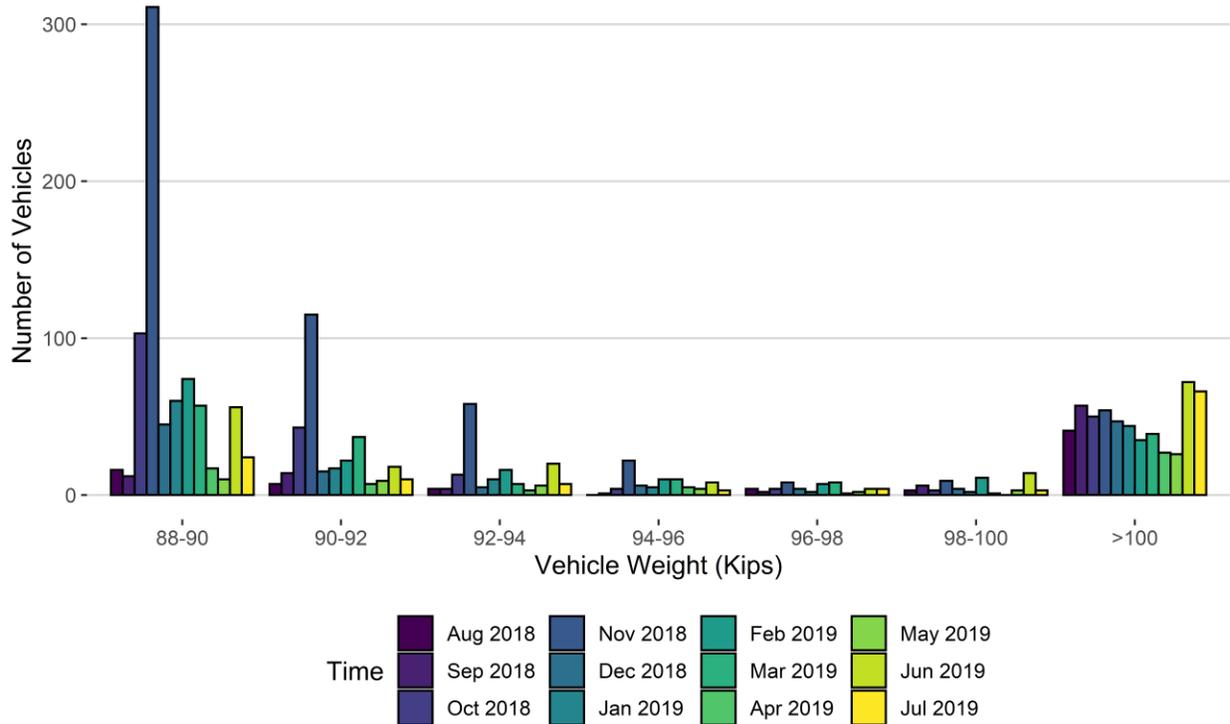


Figure 8 - Histogram of Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019
88-90	16	12	103	311	45	60	74	57	17	10	56	24
90-92	7	14	43	115	15	17	22	37	7	9	18	10
92-94	4	4	13	58	5	10	16	7	3	6	20	7
94-96	0	1	4	22	6	5	10	10	5	4	8	3
96-98	4	2	4	8	4	2	7	8	1	2	4	4
98-100	3	6	3	9	4	2	11	1	0	3	14	3
>100	41	57	50	54	47	44	35	39	27	26	72	66
Total	75	96	220	577	126	140	175	159	60	60	192	117

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

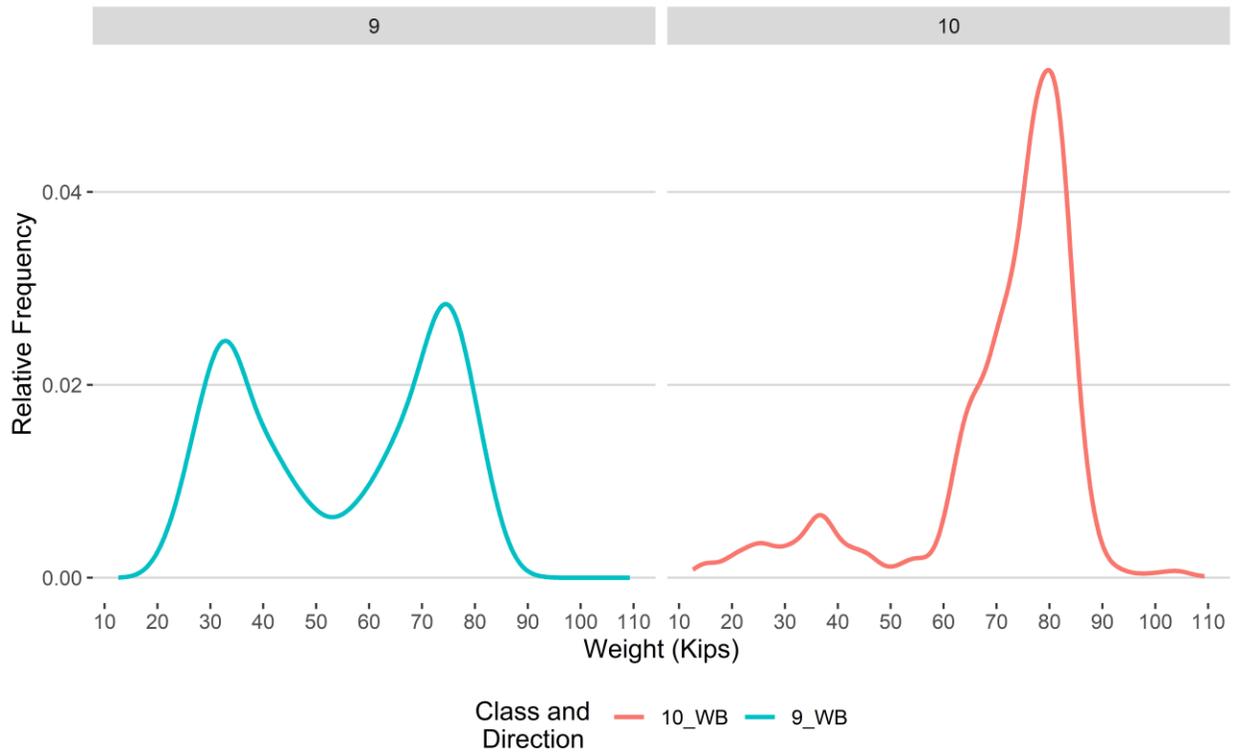
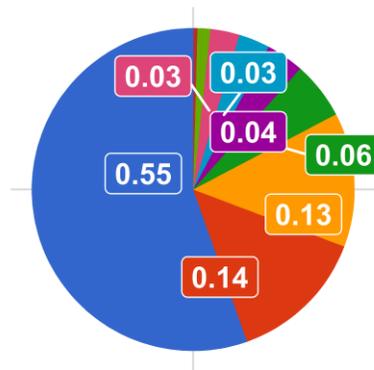


Figure 9 - Freight Percentage by Direction and Class

WB



Vehicle Class	a	9	a	5	a	8	a	7	a	12
	a	10	a	6	a	4	a	13	a	11

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

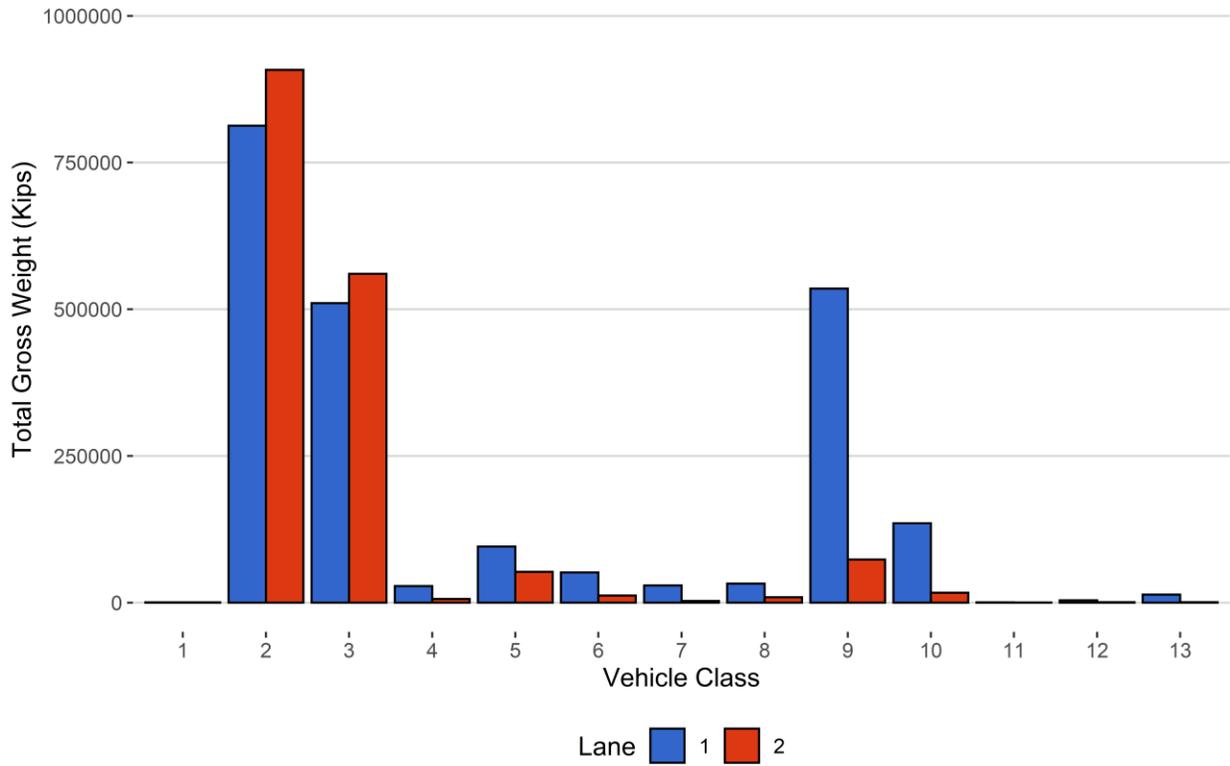
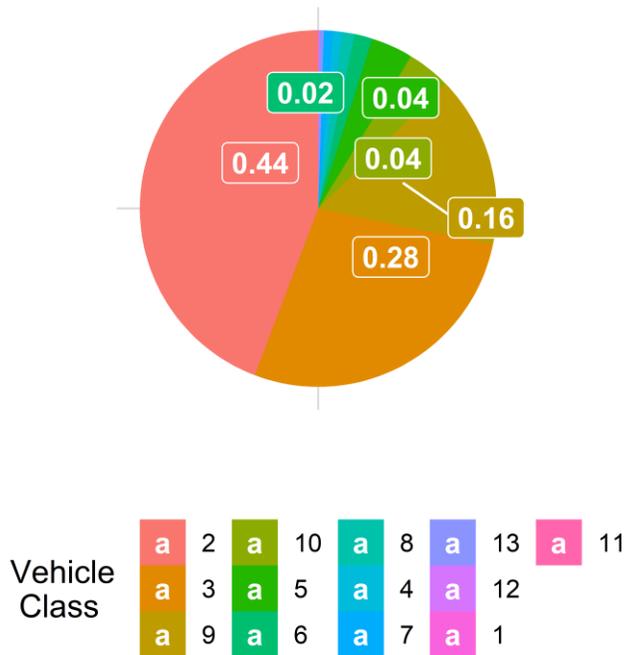


Figure 11 - Total Gross Vehicle Weight t



Vehicle Class	2	10	8	13	11
	a	a	a	a	a
	3	5	4	12	
	9	6	7	1	

Figure 12 - Total ESALs by Class and Lane

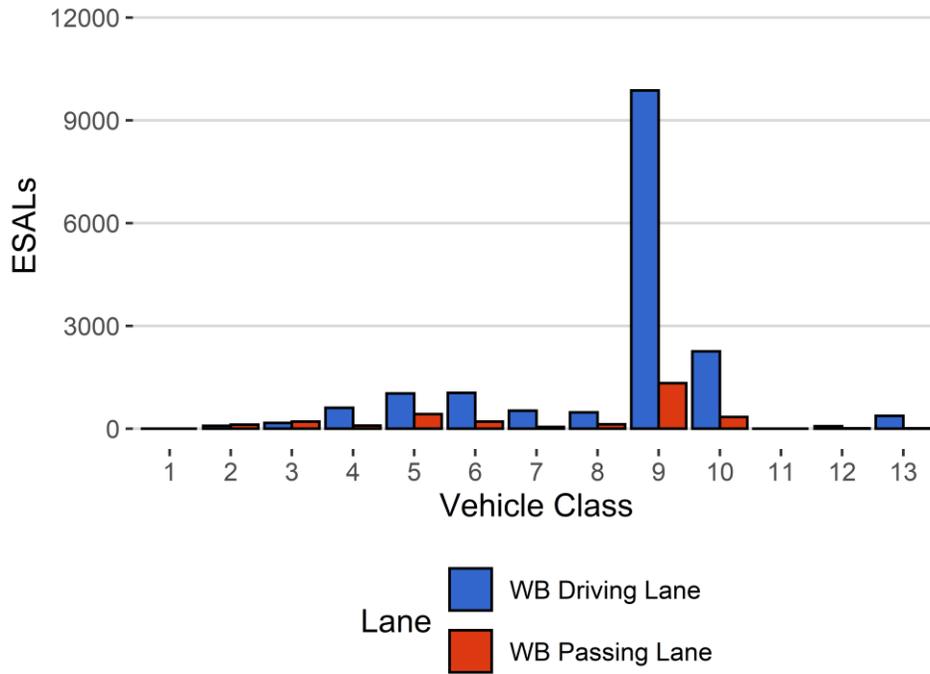
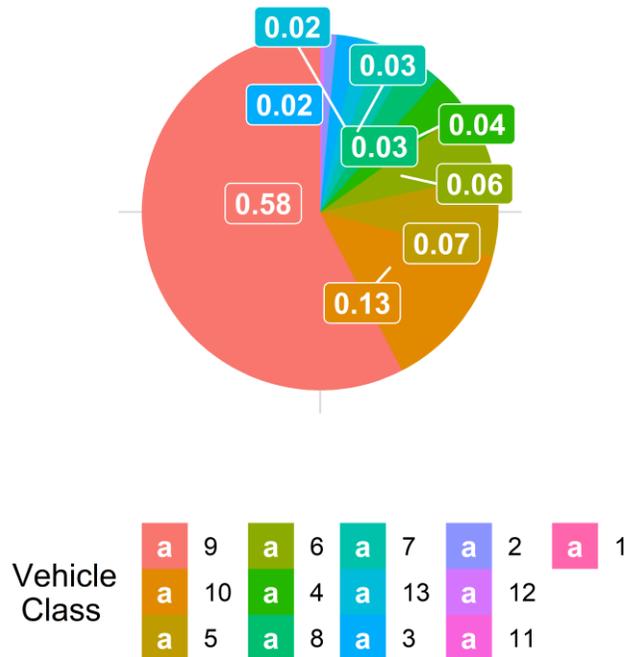


Figure 13 - ESALs by Class



**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>
October 2017	NA	NA	10.62	0.00
November 2017	NA	NA	10.99	3.53
December 2017	NA	NA	11.20	5.49
January 2018	NA	NA	11.24	5.83
February 2018	NA	NA	11.23	5.72
March 2018	NA	NA	11.08	4.34
April 2018	NA	NA	10.87	2.38
May 2018	NA	NA	10.69	0.70
June 2018	NA	NA	10.70	0.81
July 2018	NA	NA	10.65	0.33
August 2018	NA	NA	10.66	0.42
September 2018	NA	NA	10.75	1.26
October 2018	NA	NA	11.05	4.02
November 2018	NA	NA	11.51	8.40
December 2018	11.51	0.00	11.47	8.05
January 2019	11.65	1.23	11.46	7.91
February 2019	11.72	1.87	11.48	8.13
March 2019	11.48	-0.29	11.45	7.84
April 2019	11.33	-1.56	11.01	3.68
May 2019	11.23	-2.42	10.87	2.40
June 2019	11.38	-1.16	10.77	1.42
July 2019	11.25	-2.28	10.85	2.18

**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	24	745	0.1	0	0
2	14422	447083	68	0	0
3	5810	180125	27.4	0	0
4	36	1117	0.2	56	2.3
5	345	10685	1.6	67	2.8
6	65	2024	0.3	175	7.3
7	18	569	0.1	112	4.7
8	46	1424	0.2	39	1.6
9	367	11387	1.7	1213	50.6
10	71	2206	0.3	647	27
11	0	14	0	0	0
12	2	72	0	13	0.5
13	5	159	0	76	3.2
<b>TOTAL</b>	<b>21213</b>	<b>657610</b>	<b>100</b>	<b>2398</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>
2019-07-18	Thursday	08:46:32	10	WB	1	109.3
2019-07-31	Wednesday	06:40:19	10	WB	2	106.59
2019-07-17	Wednesday	02:02:47	10	WB	1	105.09
2019-07-12	Friday	18:17:16	10	WB	1	105.03
2019-07-24	Wednesday	05:12:14	10	WB	1	104.68
2019-07-13	Saturday	09:12:52	10	WB	1	104.42
2019-07-20	Saturday	14:25:29	10	WB	1	103.72
2019-07-15	Monday	11:32:24	10	WB	1	102.59
2019-07-16	Tuesday	05:08:52	10	WB	1	102.31
2019-07-08	Monday	05:24:52	10	WB	1	101.98

**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	WB	15	1090	191	17.5	31730	2452	9122
5	WB	8	10424	1034	9.9	140528	7369	32704
6	WB	19	1974	228	11.6	59431	3843	13129
7	WB	11.5	555	0	0	32073	0	12845
8	WB	31	1389	752	54.1	24920	16644	2586
9	WB	33	11108	2139	19.3	547454	61280	125739
10	WB	33.5	2152	124	5.8	149002	3064	40532
11	WB	36.5	14	13	92.9	62	259	13
12	WB	36.5	70	2	2.9	4234	45	876
13	WB	31.5	155	0	0	14235	0	4676
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>28931</b>	<b>4483</b>	<b>****</b>	<b>1003669</b>	<b>****</b>	<b>242222</b>

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

<i>Vehicle Class</i>	<i>WB Driving Lane</i>	<i>WB Passing Lane</i>	<i>Total</i>	<i>Percentage</i>
1	355	532	887	0
2	812856	907921	1720777	44.2
3	510264	560317	1070582	27.5
4	28079	6103	34182	0.9
5	95531	52366	147897	3.8
6	51316	11958	63274	1.6
7	29177	2896	32073	0.8
8	32428	9136	41564	1.1
9	535244	73490	608734	15.6
10	135141	16925	152066	3.9
11	280	41	321	0
12	3725	555	4279	0.1
13	13505	730	14235	0.4
<b>TOTAL</b>	<b>2247900</b>	<b>1642971</b>	<b>3890872</b>	<b>100</b>
<b>GVW/LANE</b>	<b>57.77</b>	<b>42.23</b>	<b>100</b>	<b>0</b>

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

<i>Vehicle Class</i>	<i>WB Driving Lane</i>	<i>WB Passing Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0.0014
2	83	119	202	1	9e-04
3	168	206	374	1.9	0.0043
4	612	94	706	3.6	1.3
5	1027	429	1456	7.5	0.28
6	1046	207	1253	6.4	1.27
7	526	51	576	3	2.07
8	476	129	604	3.1	0.87
9	9869	1332	11201	57.6	2.02
10	2258	343	2601	13.4	2.42
11	2	0	2	0	0.57
12	72	11	83	0.4	2.18
13	378	12	391	2	4.74
<b>TOTAL</b>	<b>16517</b>	<b>2932</b>	<b>19450</b>	<b>100</b>	<b>18</b>
<b>ESALS/LANE</b>	<b>84.9</b>	<b>15.1</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>
Aug 2018	639471	20628	852	613071	95.9	26399.6	4.1
Sep 2018	581367	19379	761	558536	96.1	22831	3.9
Oct 2018	603853	19479	863	577094	95.6	26758.9	4.4
Nov 2018	538746	17958	798	514797	95.6	23948.6	4.4
Dec 2018	516018	16646	556	498770	96.7	17248.3	3.3
Jan 2019	495367	15980	561	477966	96.5	17401.3	3.5
Feb 2019	436896	15603	631	419227	96	17668.9	4
Mar 2019	516795	16671	611	497869	96.3	18926.3	3.7
Apr 2019	550362	18345	741	528132	96	22229.5	4
May 2019	620748	39752	926	592045	95.4	28702.5	4.6
Jun 2019	635004	21167	936	606916	95.6	28087.5	4.4
Jul 2019	657610	21213	957	627954	95.5	29656.5	4.5
<b>TOTAL</b>	<b>6792237</b>	<b>-</b>	<b>-</b>	<b>6512377</b>	<b>-</b>	<b>279859</b>	<b>-</b>
<b>AVERAGE</b>	<b>566020</b>	<b>20235</b>	<b>766</b>	<b>542698</b>	<b>96</b>	<b>23322</b>	<b>4</b>

###ESALS

<i>Month</i>	<i>ESALS WB Driving Lane</i>	<i>ESALS WB Passing Lane</i>	<i>Total ESALS</i>	<i>Pavement Life Decrease Months</i>
Aug 2018	13904	2848	16752	0.8
Sep 2018	10477	2044	12521	1.9
Oct 2018	14490	3770	18259	3.1
Nov 2018	15779	3985	19764	8.3
Dec 2018	7721	1769	9490	3.8
Jan 2019	7975	1784	9759	4.1
Feb 2019	7841	2152	9993	6.1
Mar 2019	8602	2101	10703	5.2
Apr 2019	10824	1999	12823	1
May 2019	15775	2934	18709	0.7
Jun 2019	33206	5496	38701	1.3
Jul 2019	16639	2943	19581	1.1
<b>TOTAL</b>	<b>163232</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>13603</b>	<b>2819</b>	<b>16421</b>	<b>3</b>

###Gross Vehicle Weight

<i>Month</i>	<i>GVW WB Driving Lane</i>	<i>GVW WB Passing Lane</i>	<i>Total GVW Kips</i>
Aug 2018	1556468	1153319	2709787
Sep 2018	1413706	1050516	2464222

Oct 2018	1614148	1220912	2835061
Nov 2018	1792921	1303199	3096120
Dec 2018	2137126	1551629	3688754
Jan 2019	4374135	3175408	7549543
Feb 2019	2251469	1643482	3894952
Mar 2019	2108134	1515344	3623478
Apr 2019	1844835	1368756	3213591
May 2019	2061600	1488458	3550057
Jun 2019	1911488	1343033	3254521
Jul 2019	1574809	1218296	2793105
<b>TOTAL</b>	<b>24640838</b>	<b>18032353</b>	<b>42673191</b>
<b>AVERAGE</b>	<b>2053403</b>	<b>1502696</b>	<b>3556099</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>
Aug 2018	2318	0.4	8.9	75	44
Sep 2018	1579	0.3	7	96	63
Oct 2018	3095	0.5	11.7	220	53
Nov 2018	3757	0.7	15.9	578	63
Dec 2018	1337	0.3	7.8	126	51
Jan 2019	1371	0.3	8	140	46
Feb 2019	1436	0.3	8.2	176	46
Mar 2019	1444	0.3	7.7	159	40
Apr 2019	1251	0.2	5.7	60	27
May 2019	1959	0.3	7	61	29
Jun 2019	4272	0.3	7.7	192	86
Jul 2019	2437	0.4	8.4	117	69
<b>TOTAL</b>	<b>26256</b>	<b>-</b>	<b>-</b>	<b>2000</b>	<b>617</b>
<b>AVERAGE</b>	<b>2188</b>	<b>0.4</b>	<b>8.7</b>	<b>166.7</b>	<b>51.4</b>

### ###Freight

<i>Month</i>	<i>WB Freight Tons</i>
Aug 2018	203867
Sep 2018	151578
Oct 2018	210014
Nov 2018	213790
Dec 2018	105242
Jan 2019	106411
Feb 2019	106822

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Mar 2019	119391
Apr 2019	164005
May 2019	245693
Jun 2019	497296
Jul 2019	242222
<b>TOTAL</b>	<b>2366330</b>
<b>AVERAGE</b>	<b>197194.2</b>

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