

JANUARY 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 January 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 <sup>1</sup>. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for all lane 2 but not lane 1. 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: 9974 | Passenger Vehicles: 8177 | Heavy Commercial Vehicles: 1797

Monthly Average Daily Traffic (MADT): 322 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 58

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 Saturdays, with lowest volumes reported on Mondays. SB vehicles typically reached highest volume levels on Saturdays, 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), 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 15's.

## Overweight HCVs

**Volume trends.** Of a total of 1797 HCVs, 683 of them were overweight<sup>3</sup>. These overweight HCVs contributed to 7.7% of total monthly volume, and 42.4% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Thursdays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Thursdays, with lowest volumes reported on Saturdays. 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, with 67.2% 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 report<sup>4</sup>.

Using normal load limits ,62 NB vehicles exceeded 88,000 pounds (26 vehicles were Class 13's; 24 vehicles were Class 9's). Of vehicles traveling SB,

33 NB vehicles exceeded 88,000 pounds (21 vehicles were Class 9's; 12 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from January 2018.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in January 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 empty class 10 vehicles.

**Freight Totals.** A total of 20432 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (64.4%) than NB (35.6%). 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 9974 vehicles with a combined GVW of 124591 kips (1 kip = 1,000 pounds = 0.5 tons) in January 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 2284 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 65.7% of all ESALs were recorded SB while 34.3% was observed NB. In particular, 85% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 59% 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).

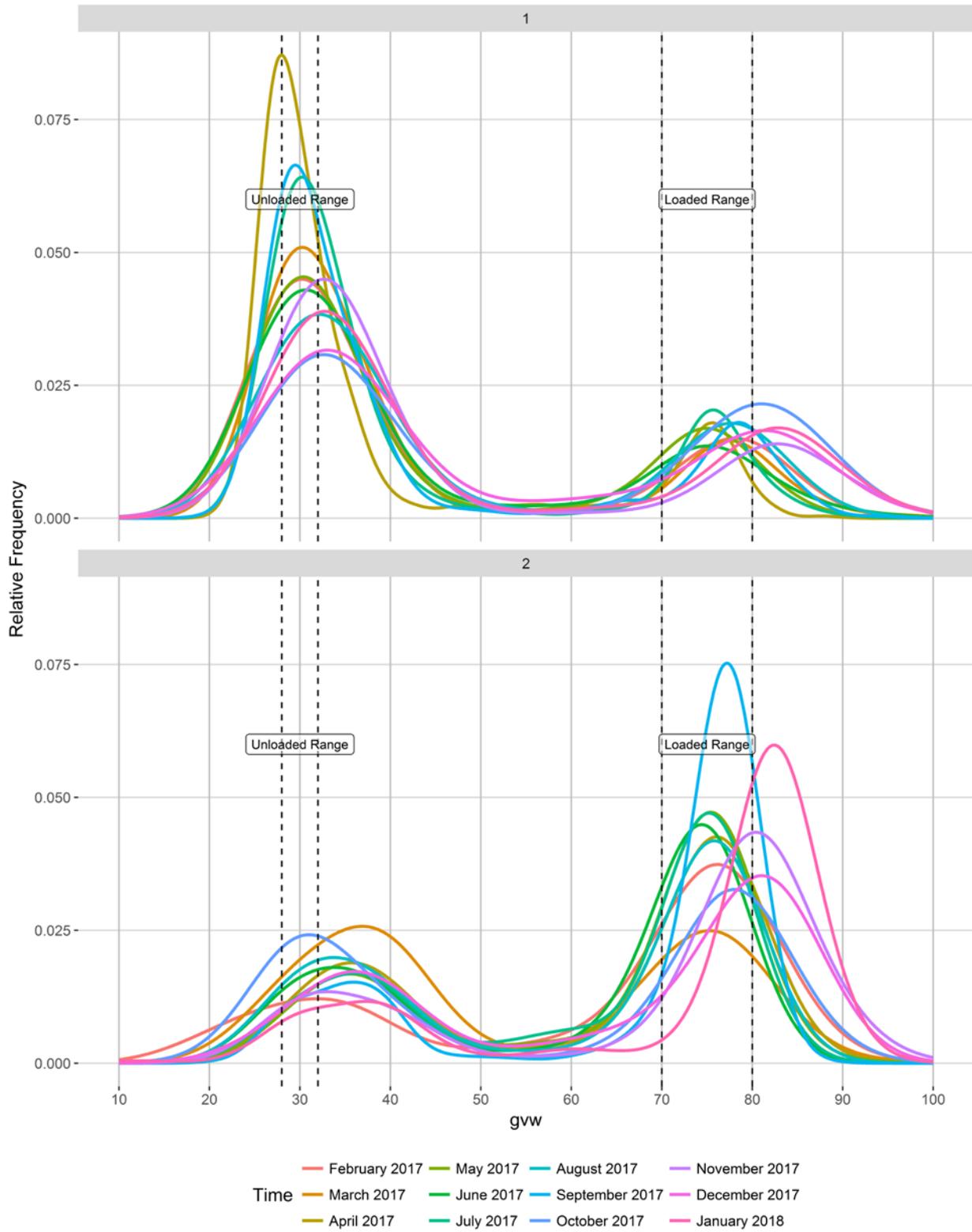
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

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.

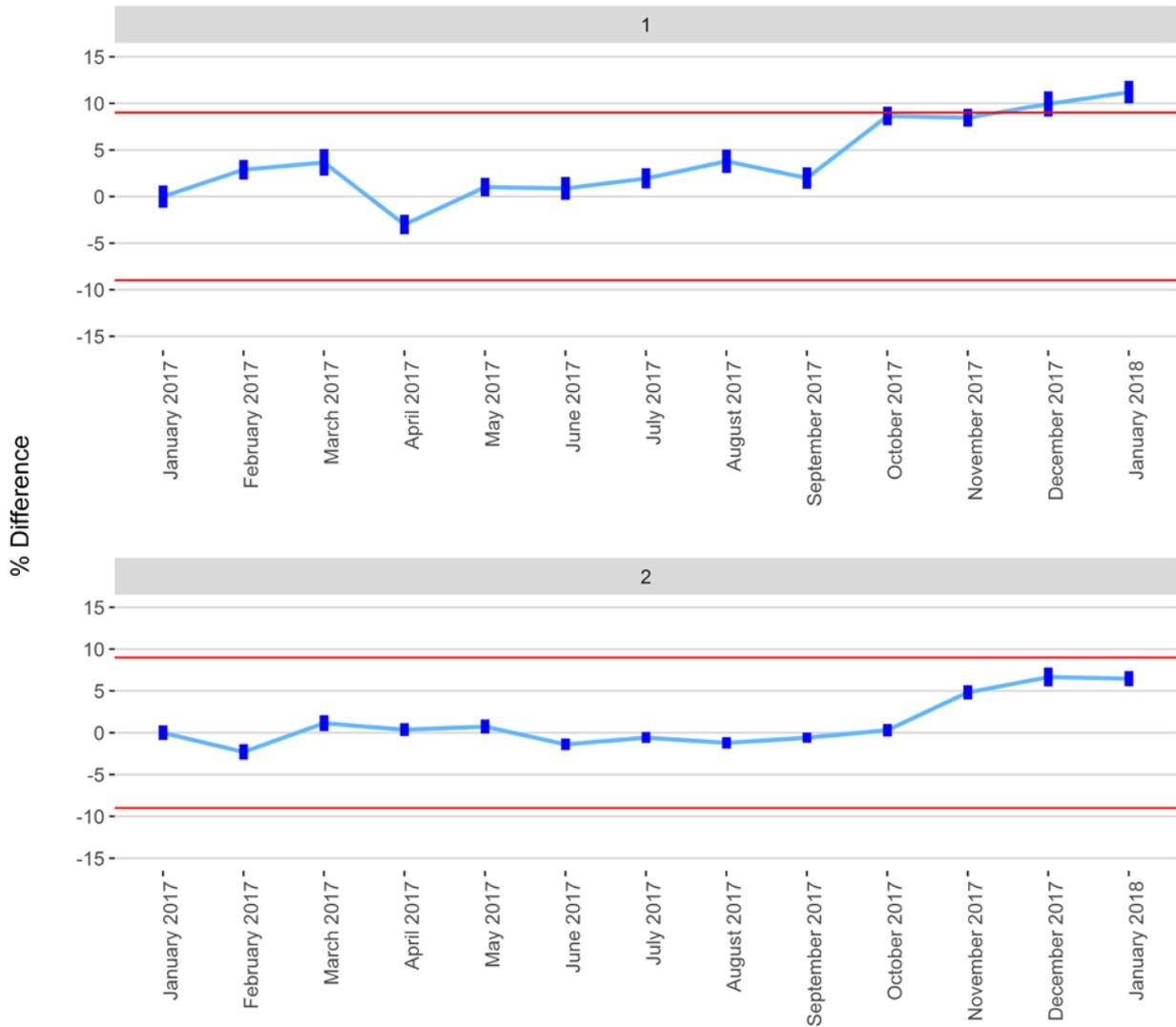
**To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to [ADArequest.dot@state.mn.us](mailto:ADArequest.dot@state.mn.us). Please request at least one week in advance.**

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

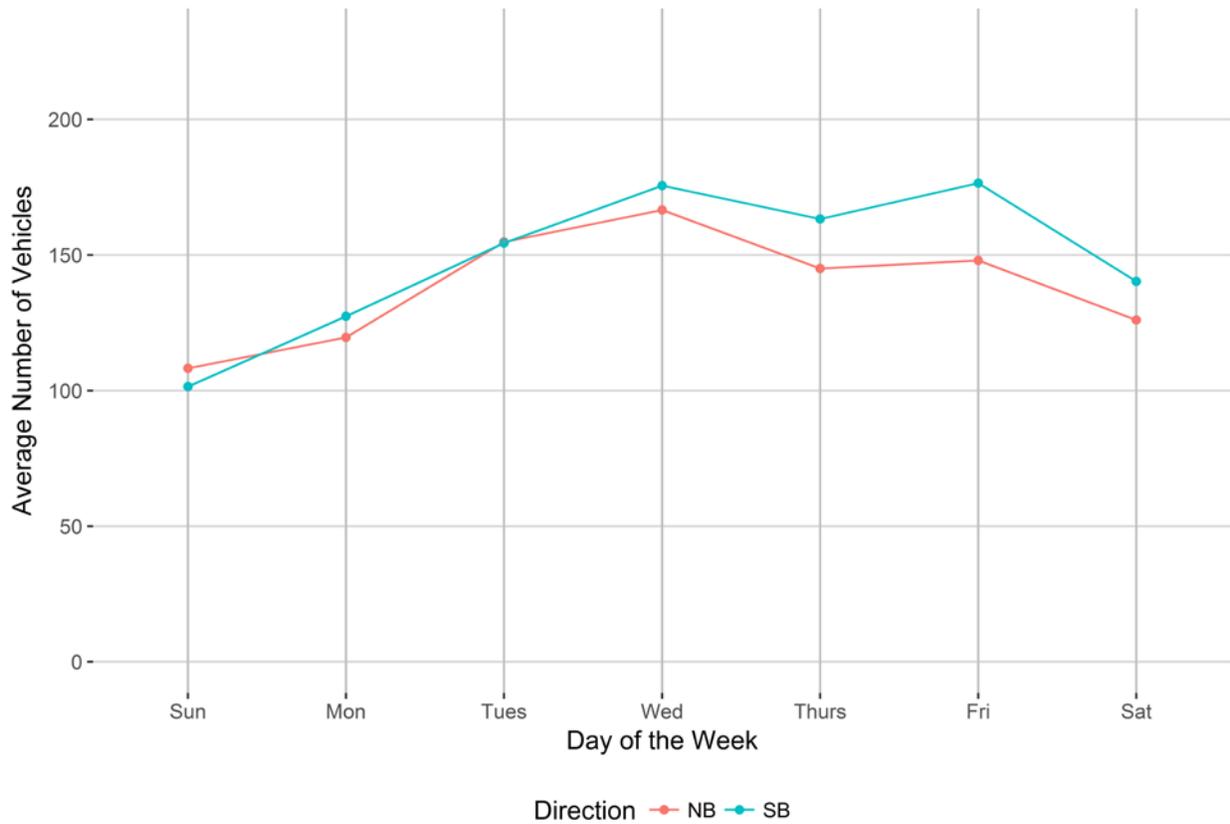


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

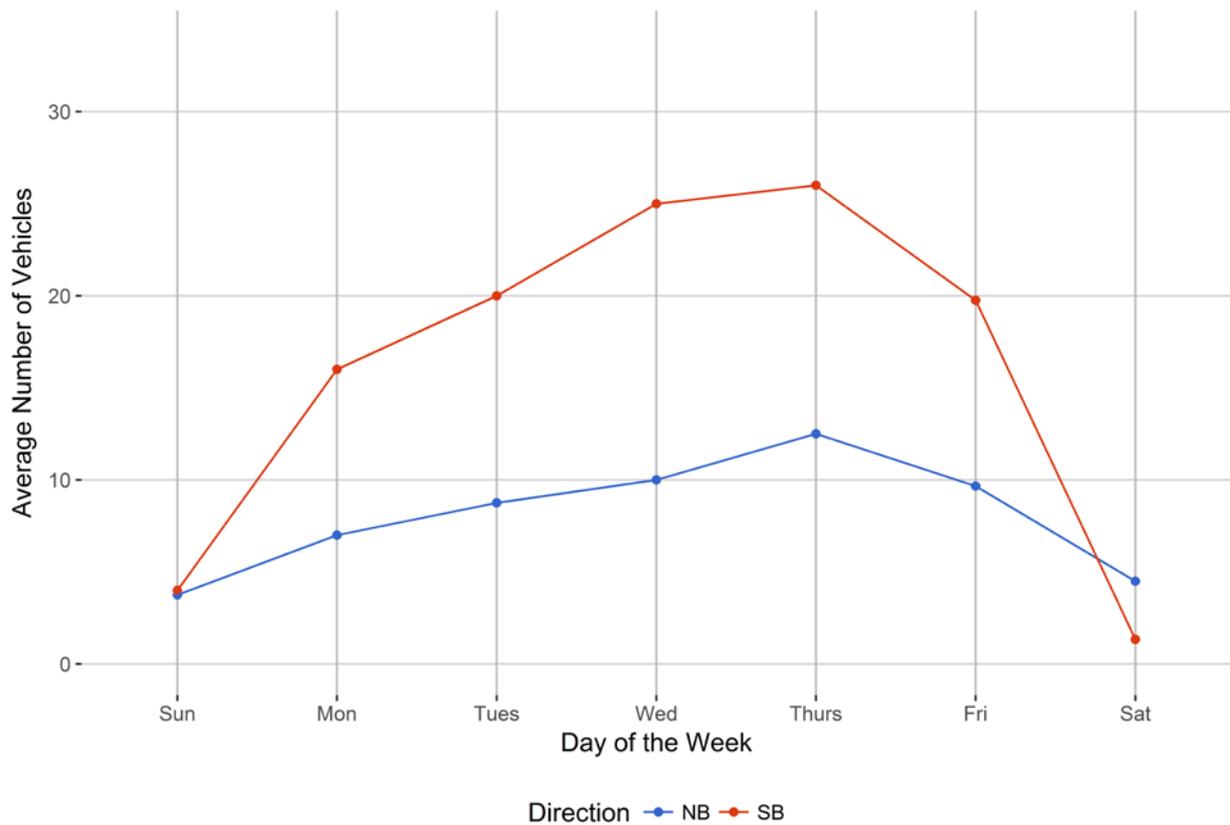


Figure 4 - Passenger Vehicles vs. Hour of the Day

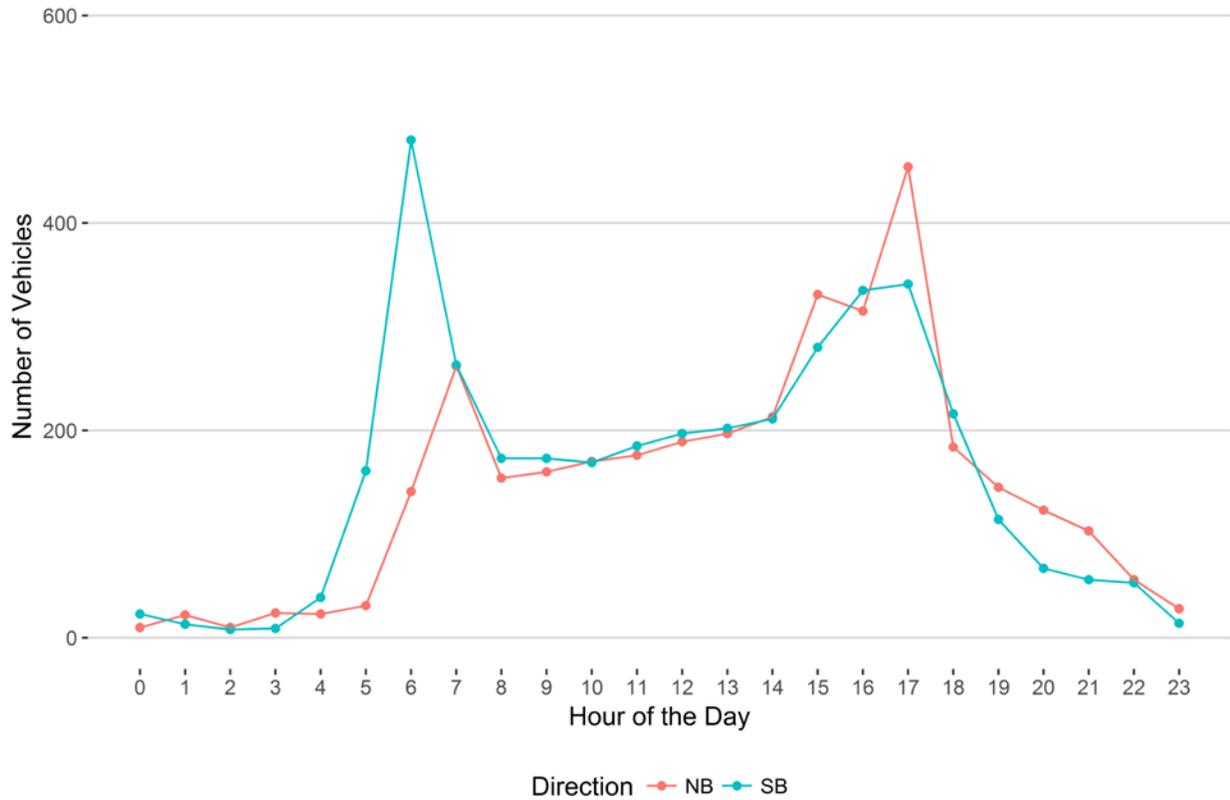


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

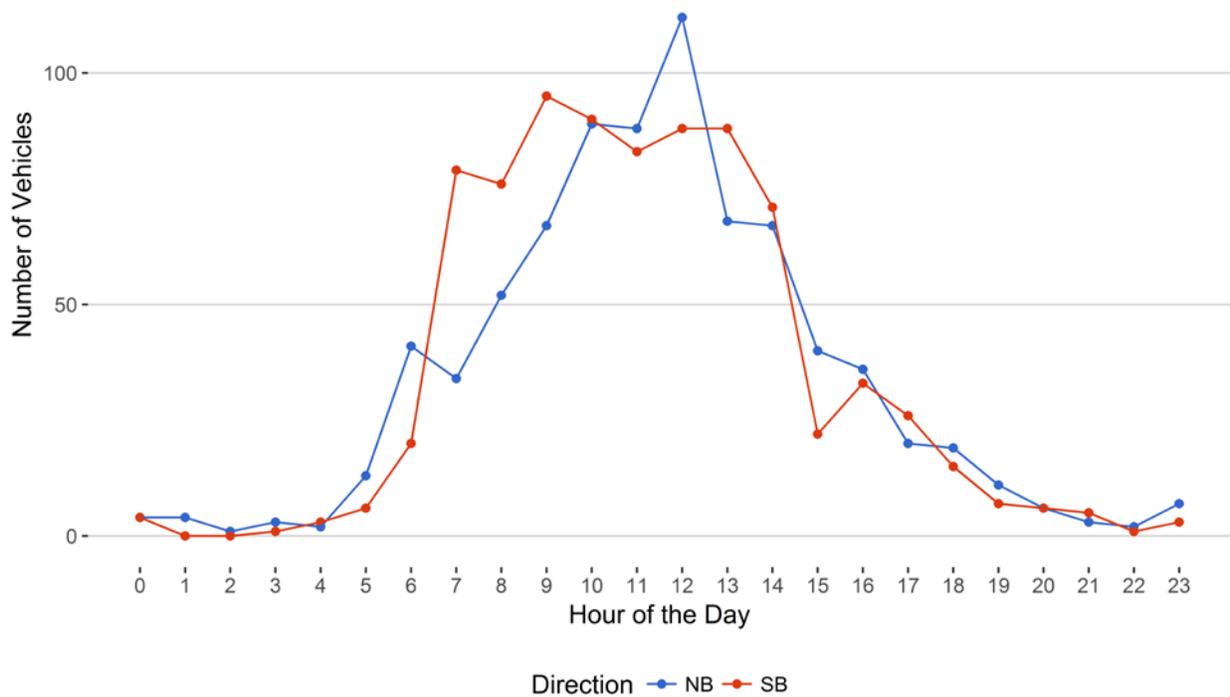


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

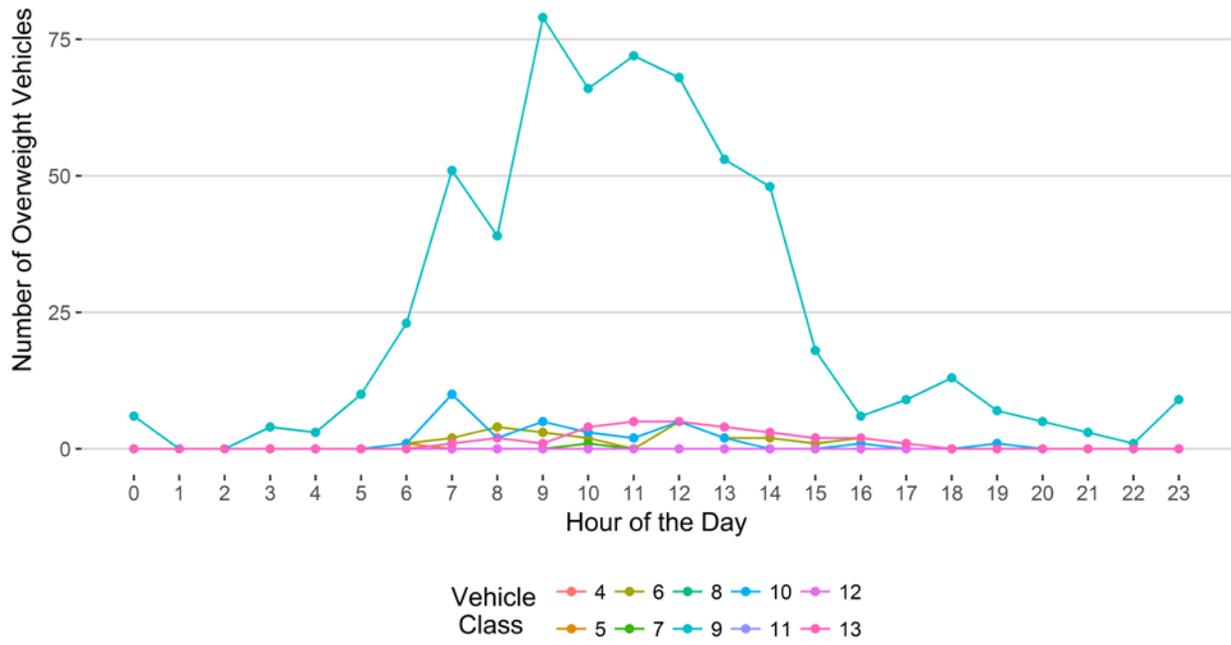


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

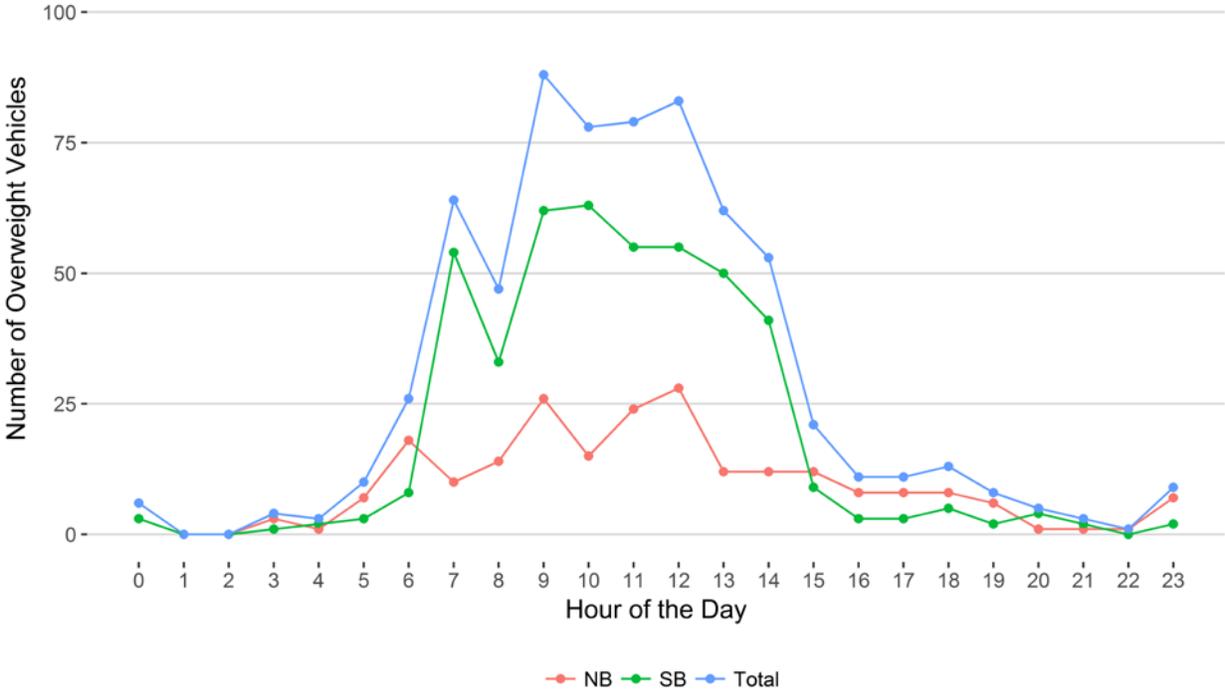
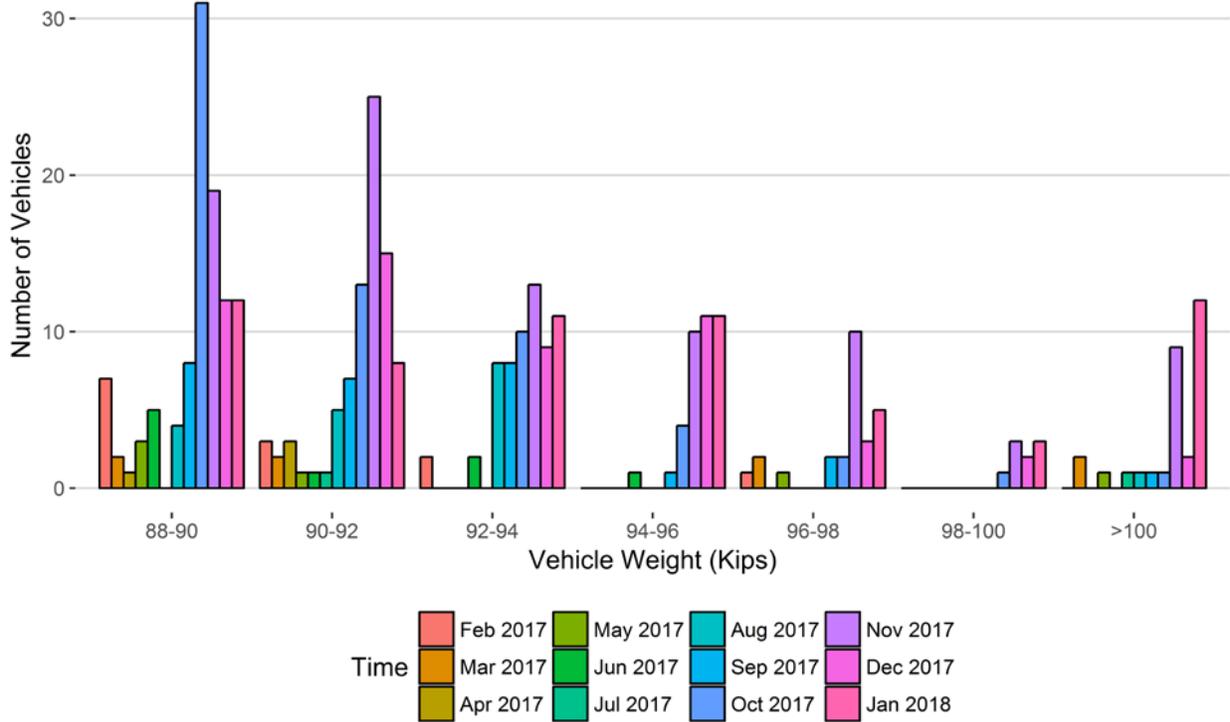
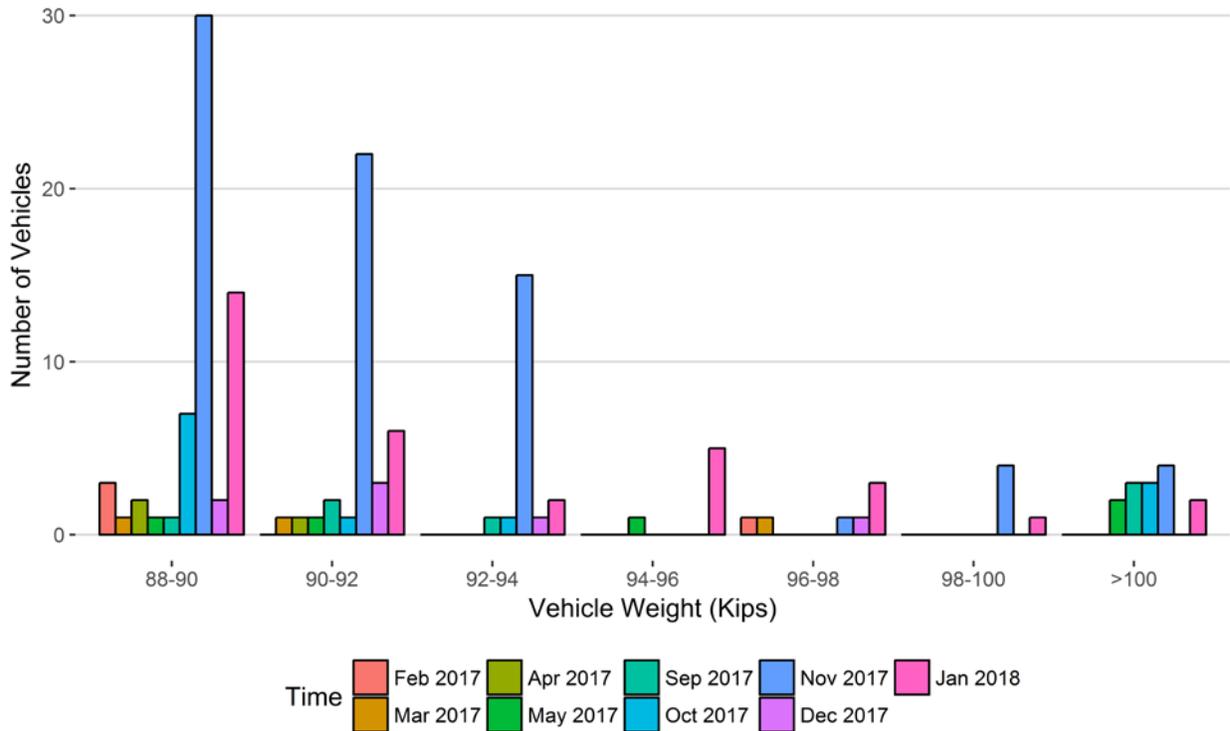


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



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

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



Vehicle Weights (Kips)	Feb 2017	Mar 2017	Apr 2017	May 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018
88-90	3	1	2	1	1	7	30	2	14
90-92	0	1	1	1	2	1	22	3	6
92-94	0	0	0	0	1	1	15	1	2
94-96	0	0	0	1	0	0	0	0	5
96-98	1	1	0	0	0	0	1	1	3
98-100	0	0	0	0	0	0	4	0	1
>100	0	0	0	2	3	3	4	0	2
<b>Total</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>76</b>	<b>7</b>	<b>33</b>

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

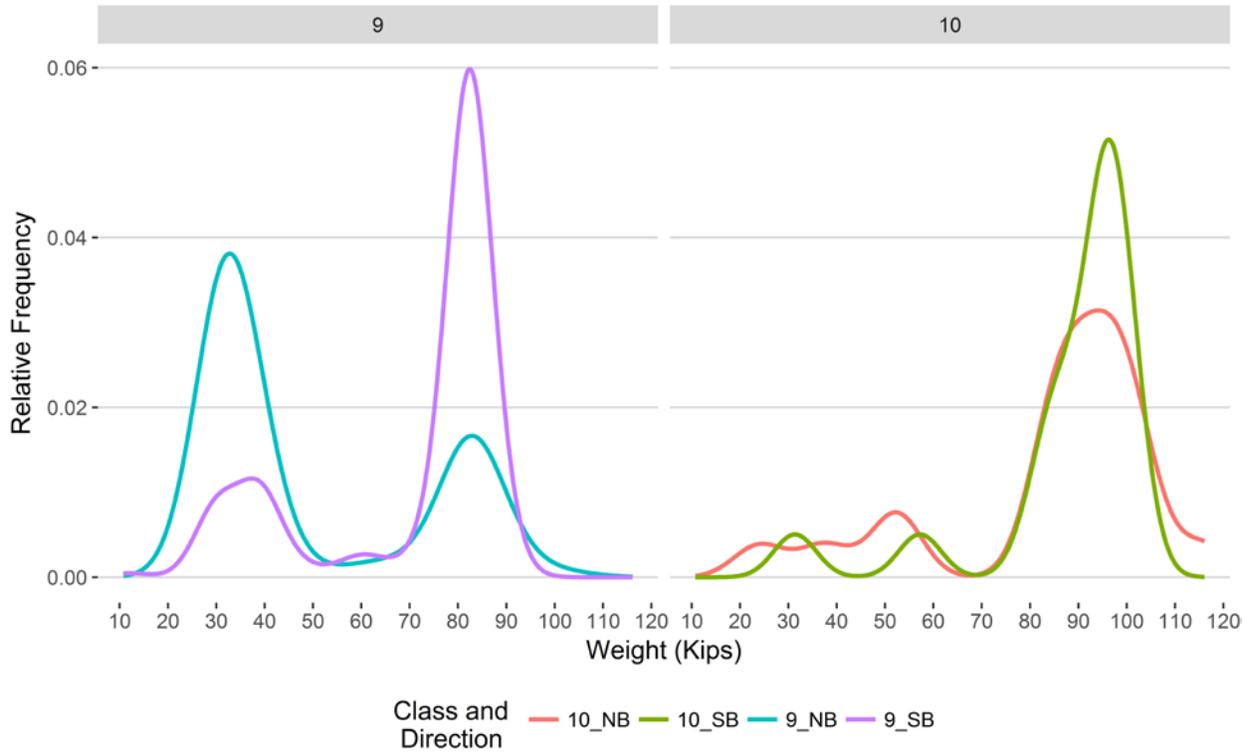


Figure 9 - Freight Percentage by Direction and Class

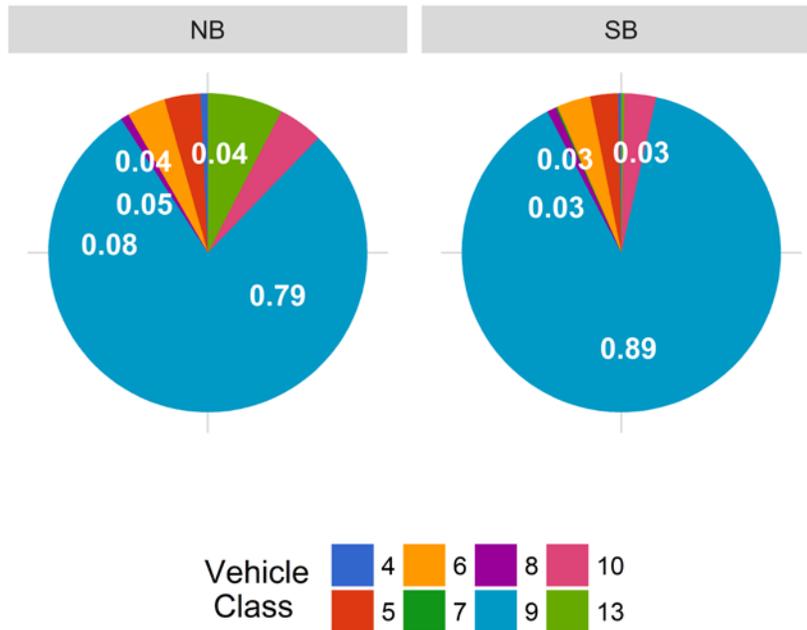


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

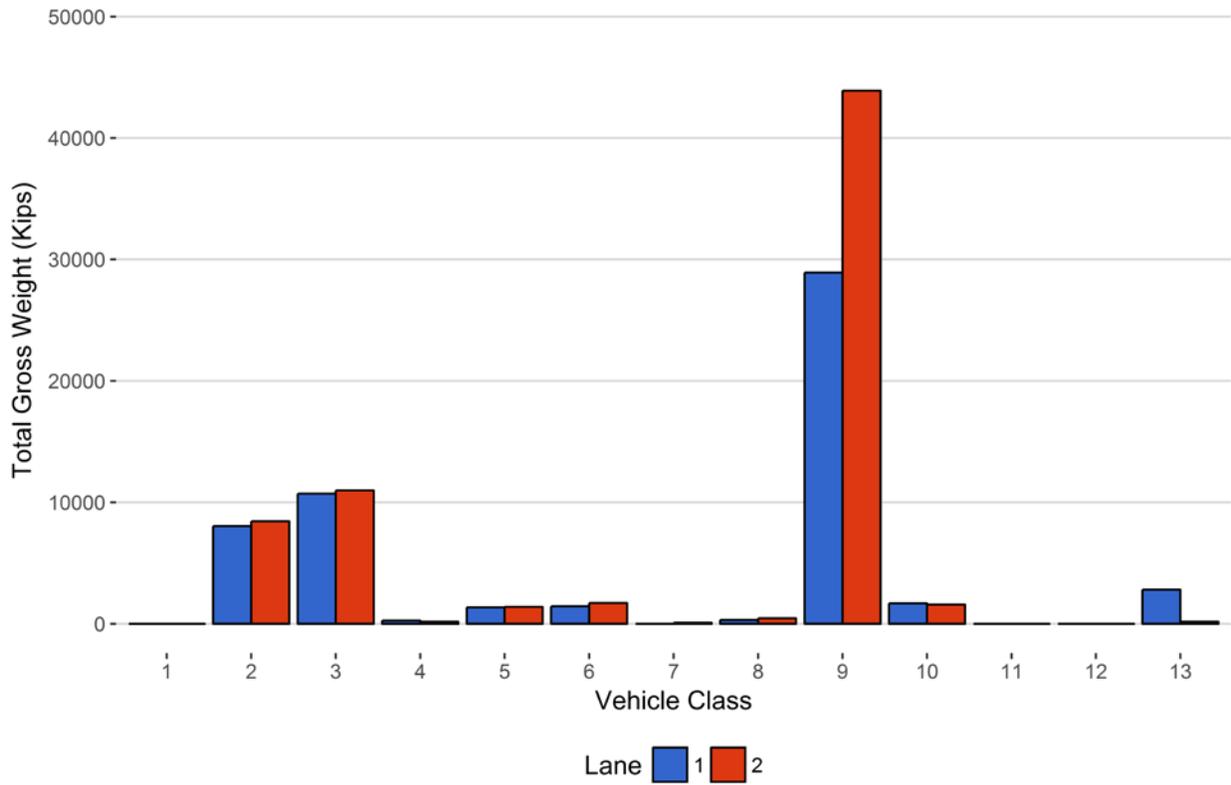


Figure 11 - Total Gross Vehicle Weight by

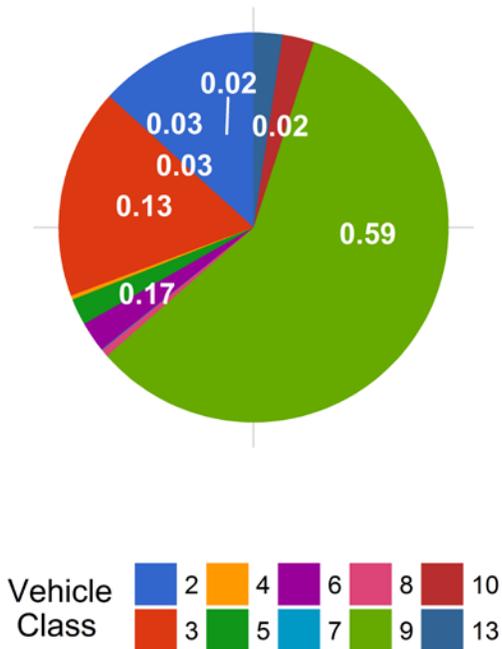


Figure 12 - Total ESALs by Class and Lane

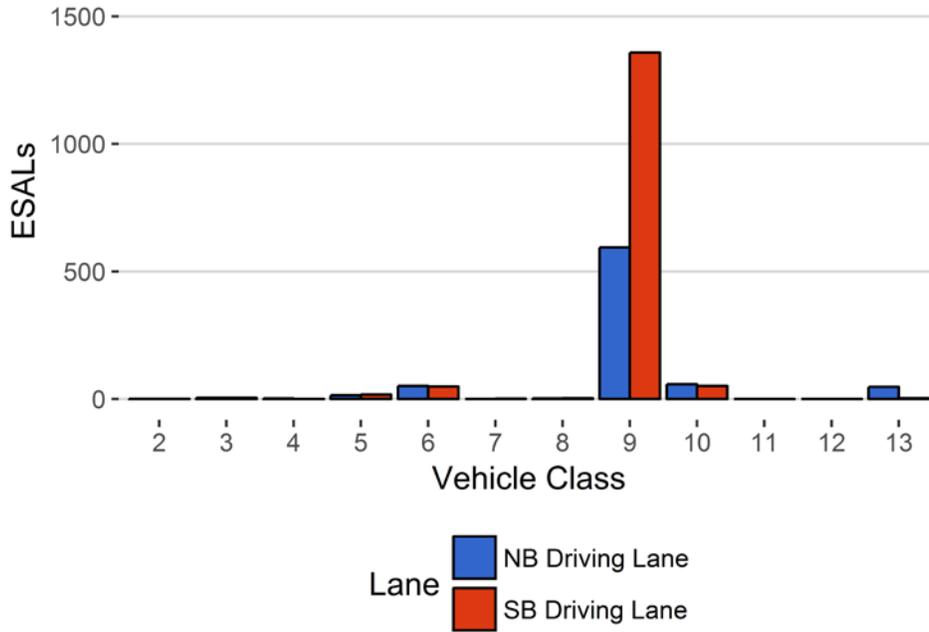
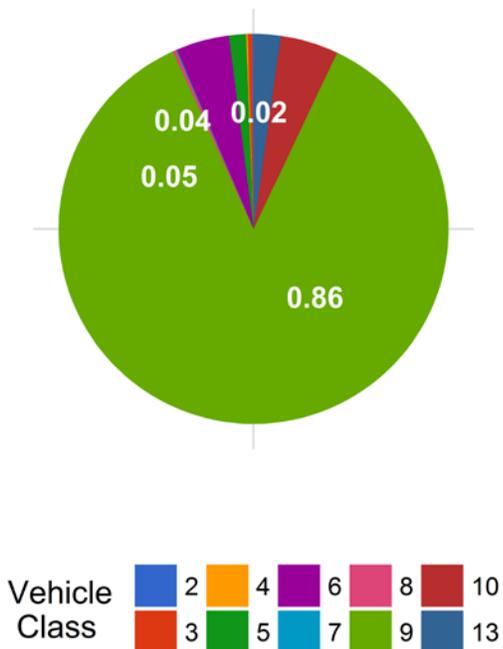


Figure 13 - ESALs by Class



**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>
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

**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	143	4445	44.6	0	0
3	120	3732	37.4	0	0
4	1	22	0.2	0	0
5	8	235	2.4	2	0.3
6	3	87	0.9	25	3.7
7	0	1	0	1	0.1
8	1	32	0.3	0	0
9	43	1341	13.4	593	86.8
10	1	42	0.4	32	4.7
11	0	0	0	0	0
12	0	0	0	0	0
13	1	36	0.4	30	4.4
<b>TOTAL</b>	<b>322</b>	<b>9974</b>	<b>100</b>	<b>683</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>
2018-01-05	Friday	13:04:02	10	NB	1	117.13
2018-01-04	Thursday	13:30:11	10	NB	1	116.12
2018-01-13	Saturday	08:52:18	9	NB	1	111.5
2018-01-04	Thursday	09:36:45	9	NB	1	106.38
2018-01-10	Wednesday	15:57:14	10	NB	1	104.55
2018-01-17	Wednesday	10:46:12	10	NB	1	104.11
2018-01-26	Friday	04:34:03	9	SB	2	104.1
2018-01-13	Saturday	06:47:13	9	NB	1	102.76
2018-01-03	Wednesday	23:11:39	9	NB	1	102.54
2018-01-10	Wednesday	08:54:39	9	SB	2	101.85

**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	11	1	9.1	255	14	53
5	NB	8	98	5	5.1	1311	36	284
6	NB	19	35	1	2.9	1427	13	391
8	NB	31	11	6	54.5	187	127	16
9	NB	33	584	222	38	22116	6802	5085
10	NB	33.5	20	1	5	1655	24	509
13	NB	31.5	30	0	0	2810	0	932
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>789</b>	<b>236</b>	<b>****</b>	<b>29762</b>	<b>****</b>	<b>7270</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	SB	15	9	3	33.3	117	41	13
5	SB	8	113	14	12.4	1290	104	249
6	SB	19	43	1	2.3	1688	18	445
7	SB	11.5	1	0	0	84	0	36
8	SB	31	18	15	83.3	99	360	3
9	SB	33	618	53	8.6	42397	1509	11876
10	SB	33.5	18	1	5.6	1552	31	491
13	SB	31.5	2	0	0	160	0	48
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>822</b>	<b>87</b>	<b>****</b>	<b>47387</b>	<b>****</b>	<b>13162</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>1611</b>	<b>323</b>	<b>260</b>	<b>77149</b>	<b>9080</b>	<b>20432</b>

**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>
2	8051	8440	16492	13.3
3	10717	10988	21706	17.4
4	269	158	427	0.3
5	1348	1394	2742	2.2
6	1440	1706	3147	2.5
7	0	84	84	0.1
8	314	459	773	0.6
9	28919	43906	72825	58.5
10	1679	1584	3262	2.6
13	2810	160	2970	2.4
<b>TOTAL</b>	<b>55546</b>	<b>68880</b>	<b>124426</b>	<b>100</b>
<b>GVW/LANE</b>	<b>44.64</b>	<b>55.36</b>	<b>100</b>	<b>0.08</b>

**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>
2	1	1	2	0.1	0.0016
3	4	5	9	0.4	0.0065
4	2	0	3	0.1	0.4
5	14	18	32	1.4	0.33
6	51	49	100	4.4	2.5
7	0	2	2	0.1	1.38
8	3	3	6	0.3	0.55
9	594	1358	1952	86.2	3.3
10	58	51	109	4.8	4.85
13	48	3	51	2.2	2.59
<b>TOTAL</b>	<b>776</b>	<b>1490</b>	<b>2266</b>	<b>100</b>	<b>16</b>
<b>ESALS/LANE</b>	<b>34.2</b>	<b>65.8</b>	<b>100</b>	<b>--</b>	<b>--</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>
Feb 2017	9991	357	55	8443	84.5	1548	15.5
Mar 2017	11228	362	50	9684	86.2	1544.3	13.8
Apr 2017	12377	413	61	10538	85.1	1839.1	14.9
May 2017	14358	463	75	12043	83.9	2315.5	16.1
Jun 2017	14185	473	71	12062	85	2123.4	15
Jul 2017	13838	446	68	11733	84.8	2104.6	15.2
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
<b>TOTAL</b>	<b>151480</b>	--	--	<b>125714</b>	--	<b>25768</b>	--
<b>AVERAGE</b>	<b>12623</b>	<b>415</b>	<b>71</b>	<b>10476</b>	<b>83</b>	<b>2147</b>	<b>17</b>

## 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>
Feb 2017	507	732	1239	2.8
Mar 2017	401	520	921	2.9
Apr 2017	374	864	1238	1.2
May 2017	575	1101	1676	3.1
Jun 2017	533	874	1406	0
Jul 2017	496	992	1488	0
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
<b>TOTAL</b>	<b>7926</b>	--	--	--
<b>AVERAGE</b>	<b>660</b>	<b>1129</b>	<b>1789</b>	<b>4</b>

## Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Feb 2017	55605	68986	124591
Mar 2017	54674	51653	106327
Apr 2017	51530	52321	103851
May 2017	57005	67375	124381
Jun 2017	71698	81708	153406
Jul 2017	65868	73699	139567
Aug 2017	67343	76983	144326
Sep 2017	70590	77709	148299
Oct 2017	74076	92119	166195
Nov 2017	91106	87939	179046
Dec 2017	80715	103216	183930
Jan 2018	54550	54404	108954
<b>TOTAL</b>	<b>794760</b>	<b>888112</b>	<b>1682872</b>
<b>AVERAGE</b>	<b>66230</b>	<b>74009</b>	<b>140239</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>
Feb 2017	277	2.9	18.5	17	0
Mar 2017	198	1.9	13.6	11	2
Apr 2017	216	1.8	12.1	7	0
May 2017	273	2	12.3	11	3
Jun 2017	199	1.5	10	9	0
Jul 2017	236	1.8	11.8	3	2
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
<b>TOTAL</b>	<b>5089</b>	<b>--</b>	<b>--</b>	<b>506</b>	<b>59</b>
<b>AVERAGE</b>	<b>424.1</b>	<b>3.8</b>	<b>20.9</b>	<b>42.2</b>	<b>4.9</b>

## 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>
Feb 2017	5695	7734	13428	42.4	57.6
Mar 2017	5166	5967	11133	46.4	53.6
Apr 2017	4717	9880	14597	32.3	67.7
May 2017	6982	12372	19353	36.1	63.9
Jun 2017	6163	10117	16279	37.9	62.1
Jul 2017	6168	11634	17802	34.6	65.4
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
<b>TOTAL</b>	<b>87249</b>	<b>140229</b>	<b>227478</b>	--	--
<b>AVERAGE</b>	<b>7270.7</b>	<b>11685.7</b>	<b>18956.5</b>	<b>38.8</b>	<b>61.2</b>