

# Idaho Transportation Department

## Monthly WIM Distribution for Apr-2021

Site names: 00079  
 County: Bannock  
 Funct Class: R Principal Arterial - Interstate  
 Location: I-15 3.2 Mi. S of Jct SH-40

Seasonal Factor Grp: 6  
 Daily Factor Grp: 6  
 Axle Factor Grp: 1  
 Growth Factor Grp:

|         |       | MC     | CAR  | PU   | BUS  | 2D   | SU 3 | SU 4+ | ST 4- | ST 5 | ST 6+ | MT 5- | MT 6 | MT 7+ | OFSC |
|---------|-------|--------|------|------|------|------|------|-------|-------|------|-------|-------|------|-------|------|
| Road    | Num   | 10,512 | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0    |
|         | Flex  | .12    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | Rigid | .20    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | GVW   | 14.3   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0  |
| N       | Num   | 5,376  | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0    |
|         | Flex  | .13    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | Rigid | .20    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | GVW   | 14.5   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0  |
| S       | Num   | 5,136  | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0    |
|         | Flex  | .12    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | Rigid | .20    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | GVW   | 14.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0  |
| N Lane1 | Num   | 3,988  | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0    |
|         | Flex  | .16    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | Rigid | .25    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | GVW   | 17.3   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0  |
| N Lane2 | Num   | 1,388  | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0    |
|         | Flex  | .03    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | Rigid | .05    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | GVW   | 5.6    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0  |
| S Lane1 | Num   | 3,789  | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0    |
|         | Flex  | .15    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | Rigid | .24    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|         | GVW   | 16.8   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0  |

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|       |       | MC    | CAR  | PU   | BUS  | 2D   | SU 3 | SU 4+ | ST 4- | ST 5 | ST 6+ | MT 5- | MT 6 | MT 7+ | OFSC |
|-------|-------|-------|------|------|------|------|------|-------|-------|------|-------|-------|------|-------|------|
| S     | Num   | 1,346 | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0    |
| Lane2 | Flex  | .04   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|       | Rigid | .06   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  | 0.00 |
|       | GVW   | 5.5   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0  |

|       |       | UNCL |
|-------|-------|------|
| Road  | Num   | 0    |
|       | Flex  | 0.00 |
|       | Rigid | 0.00 |
|       | GVW   | 0.0  |
| N     | Num   | 0    |
|       | Flex  | 0.00 |
|       | Rigid | 0.00 |
|       | GVW   | 0.0  |
| S     | Num   | 0    |
|       | Flex  | 0.00 |
|       | Rigid | 0.00 |
|       | GVW   | 0.0  |
| N     | Num   | 0    |
| Lane1 | Flex  | 0.00 |
|       | Rigid | 0.00 |
|       | GVW   | 0.0  |

Flex ESALs are calculated using Servicability=2.5, SN=5. Rigid ESALs use Servicability=2.5, Depth=9

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|            |       | UNCL |
|------------|-------|------|
| N<br>Lane2 | Num   | 0    |
|            | Flex  | 0.00 |
|            | Rigid | 0.00 |
|            | GVW   | 0.0  |
| S<br>Lane1 | Num   | 0    |
|            | Flex  | 0.00 |
|            | Rigid | 0.00 |
|            | GVW   | 0.0  |
| S<br>Lane2 | Num   | 0    |
|            | Flex  | 0.00 |
|            | Rigid | 0.00 |
|            | GVW   | 0.0  |

Flex ESALs are calculated using Servicability=2.5, SN=5. Rigid ESALs use Servicability=2.5, Depth=9