

**SPR-821: DEVELOP NEW METHODS TO USE ODOT WEIGH-IN-MOTION DATA FOR PREDICTING FREIGHT
FLOW AND/OR COMMODITY PATTERNS**

Quality Control Visual Assessment: Steering Axle Weight Distribution Plots

by

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Miguel Figliozi, Professor
Jason C. Anderson, Research Associate
Portland State University

and

Sal Hernandez, Associate Professor
Oregon State University

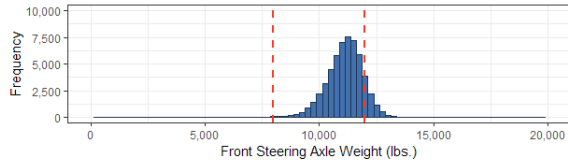
for

Oregon Department of Transportation
Research Section
555 13th Street NE, Suite 1
Salem OR 97301

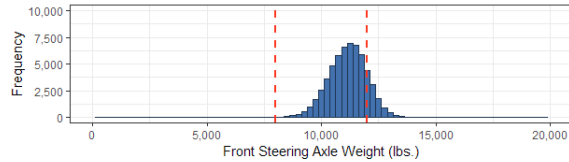
and

Federal Highway Administration
1200 New Jersey Avenue SE
Washington, DC 20590

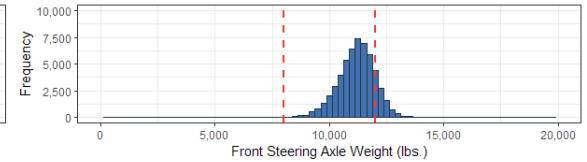
Steering Axle Weight for ODOT Class 11 Trucks in January, 2015
Ashland, Northbound (I-5)



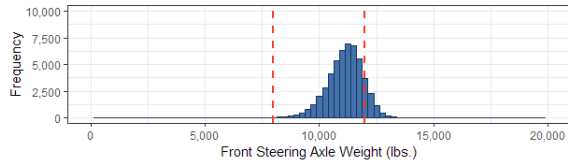
Steering Axle Weight for ODOT Class 11 Trucks in May, 2015
Ashland, Northbound (I-5)



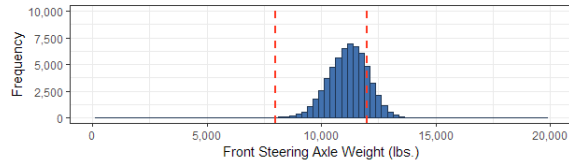
Steering Axle Weight for ODOT Class 11 Trucks in September, 2015
Ashland, Northbound (I-5)



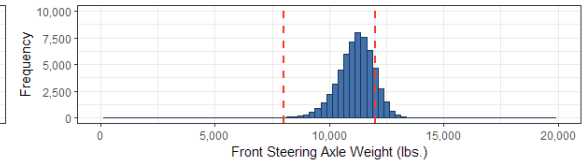
Steering Axle Weight for ODOT Class 11 Trucks in February, 2015
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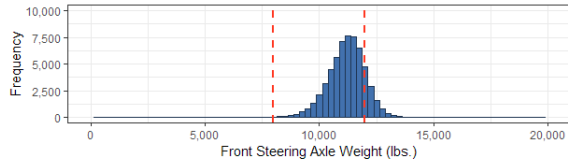
Steering Axle Weight for ODOT Class 11 Trucks in June, 2015
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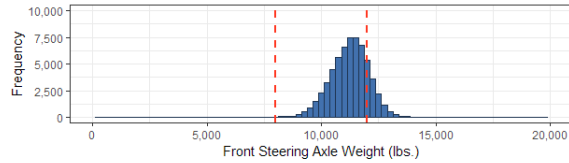
Steering Axle Weight for ODOT Class 11 Trucks in October, 2015
Ashland, Northbound (I-5)



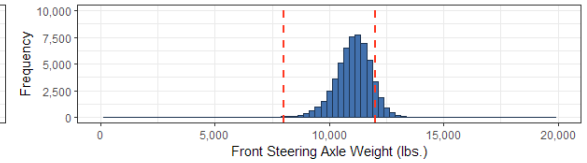
Steering Axle Weight for ODOT Class 11 Trucks in March, 2015
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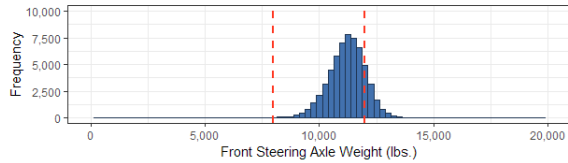
Steering Axle Weight for ODOT Class 11 Trucks in July, 2015
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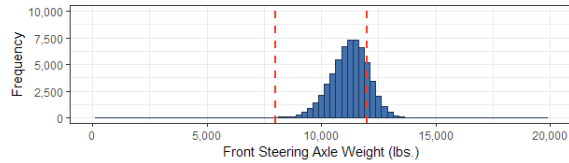
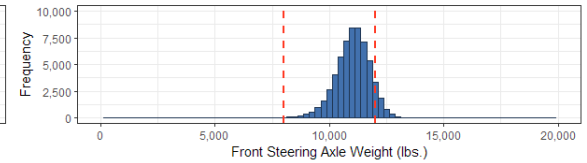
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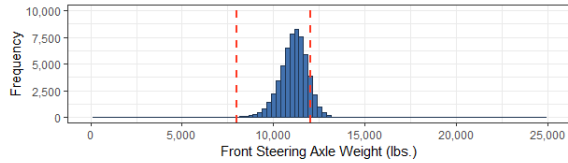
Steering Axle Weight for ODOT Class 11 Trucks in April, 2015
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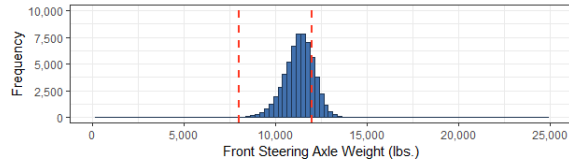
Steering Axle Weight for ODOT Class 11 Trucks in August, 2015
Ashland, Northbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2015
Ashland, Northbound (I-5)

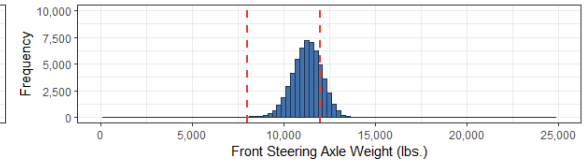
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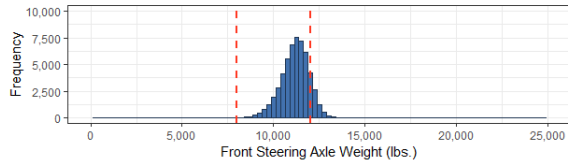
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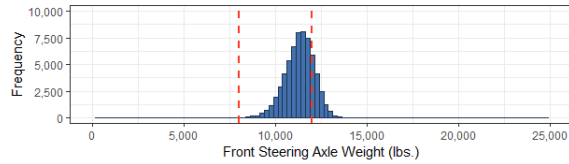
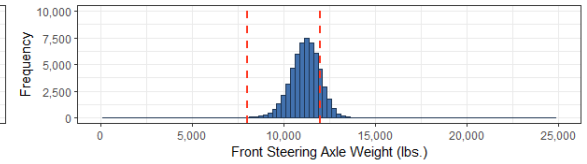
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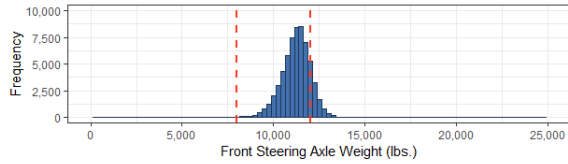
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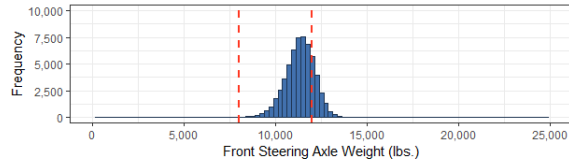
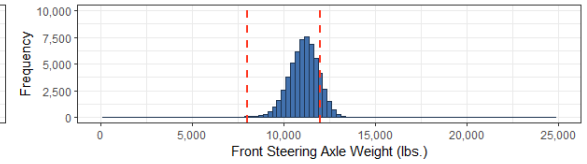
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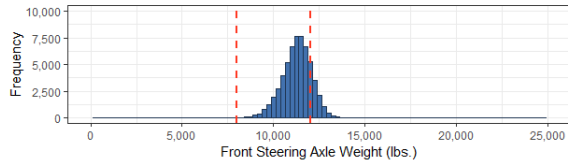
Steering Axle Weight for ODOT Class 11 Trucks in March, 2016
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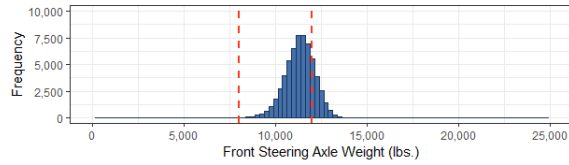
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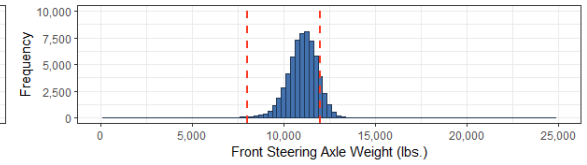
Steering Axle Weight for ODOT Class 11 Trucks in April, 2016
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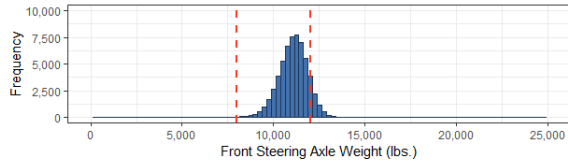
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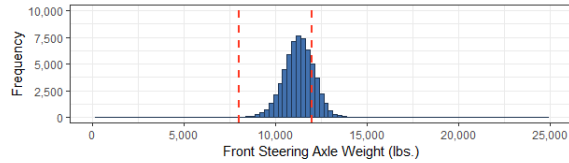
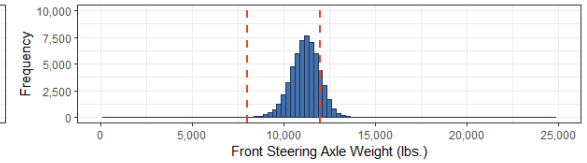
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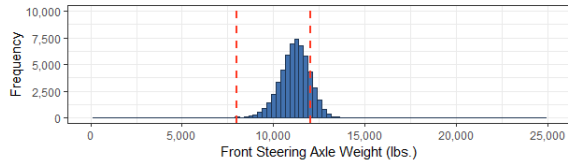
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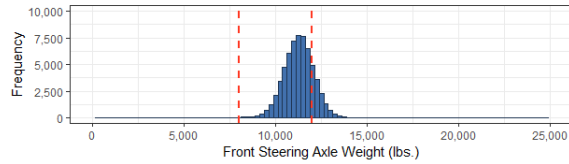
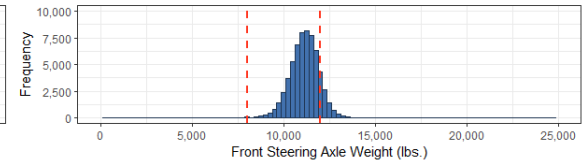
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Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Ashland, Northbound (I-5)

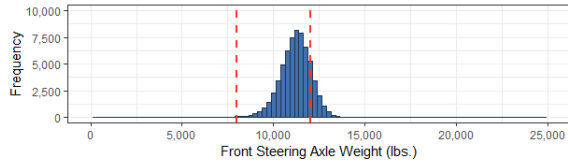
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Ashland, Northbound (I-5)



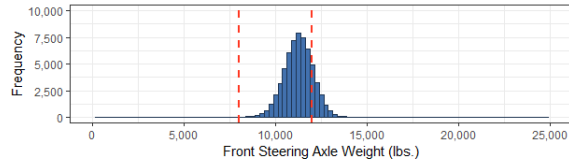
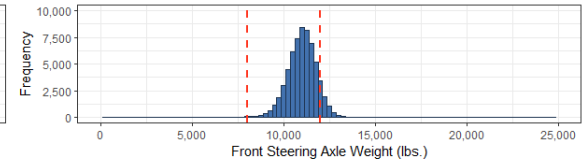
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Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
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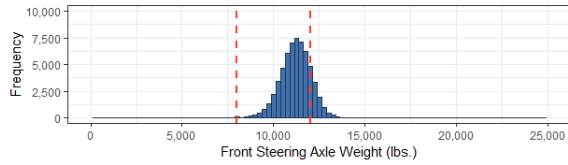
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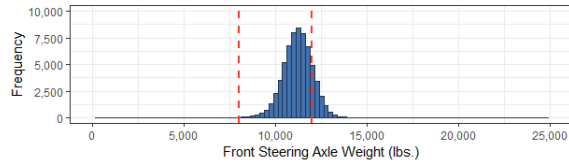
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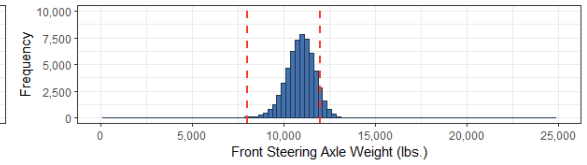
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
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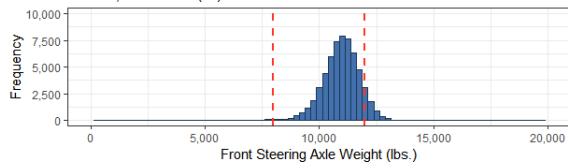
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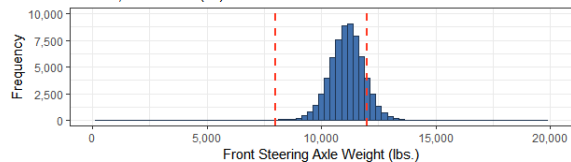
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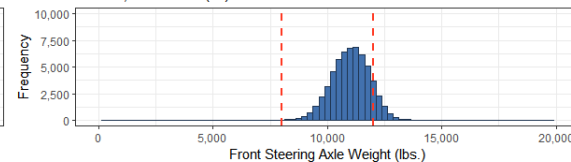
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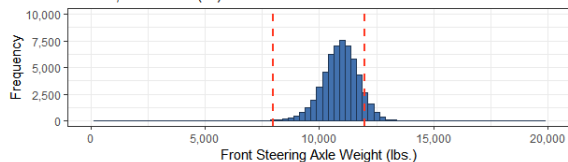
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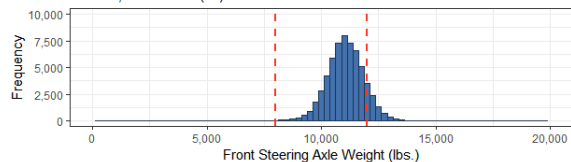
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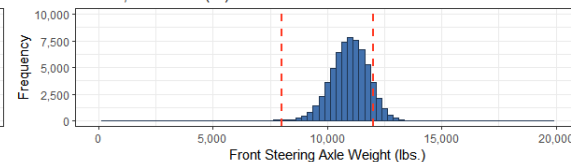
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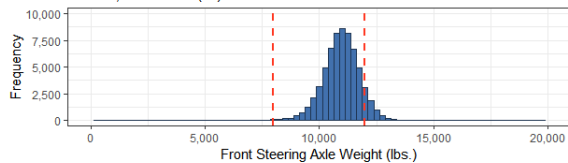
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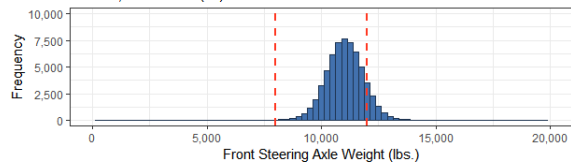
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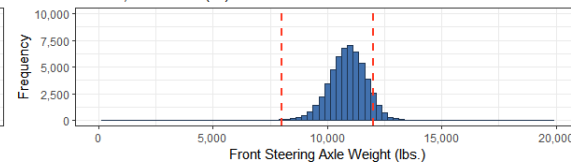
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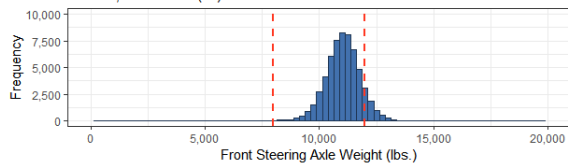
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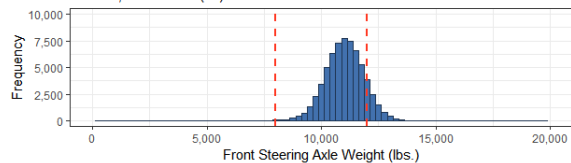
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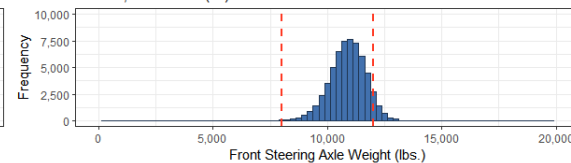
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
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A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 12,500 lbs., representing the control limits. The data is centered around 11,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 12,500 lbs. Two vertical dashed red lines represent the control limits, located at approximately 8,000 lbs. and 17,000 lbs. The data is concentrated between 10,000 and 15,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 12,500 lbs., representing the control limits. The data is centered around 10,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered around 11,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 14,000 lbs., representing the control limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram, centered at approximately 11,500 lbs. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 14,500 lbs., representing the 95% confidence interval.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines indicate the 95% confidence interval, centered around a mean of approximately 10,500 lbs. The distribution is roughly bell-shaped, centered around 10,000 lbs.

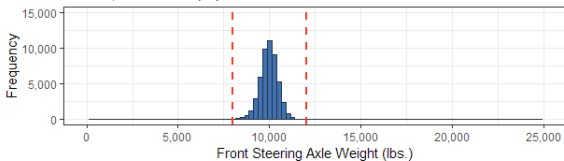
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A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red dashed normal distribution curve is overlaid on the histogram, centered around 11,000 lbs. Two vertical red dashed lines are drawn at approximately 8,000 lbs. and 14,000 lbs., representing the control limits.

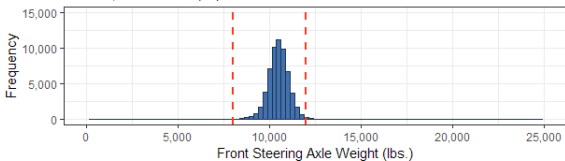
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A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 12,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 16,000 lbs., representing the control limits.

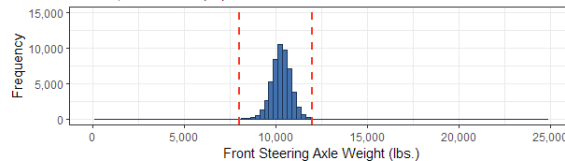
Ashland, Southbound (I-5)



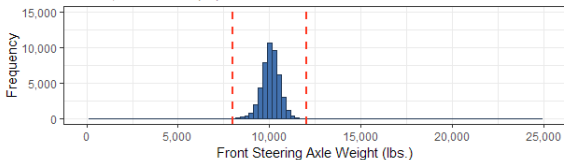
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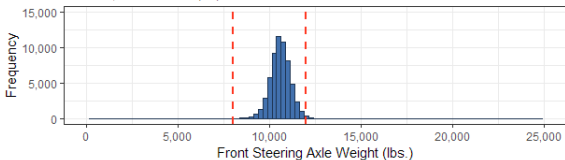
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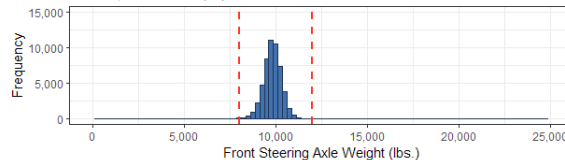
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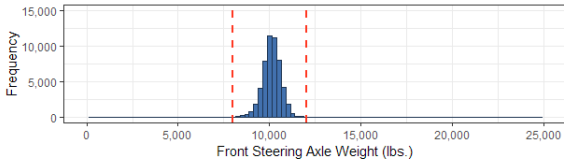
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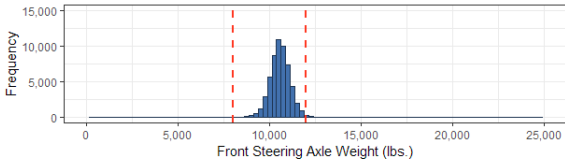
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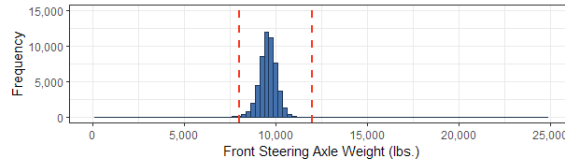
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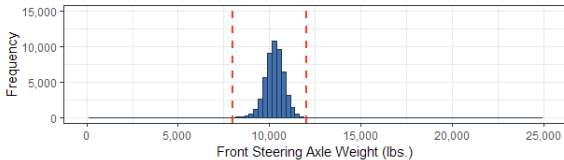
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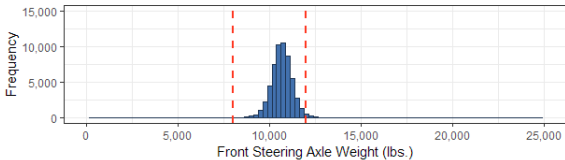
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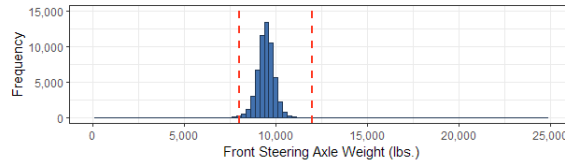
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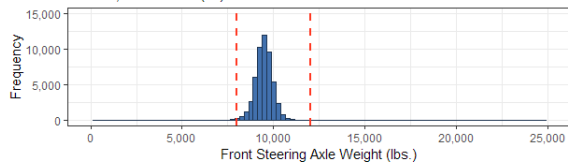
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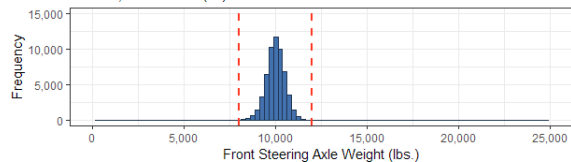
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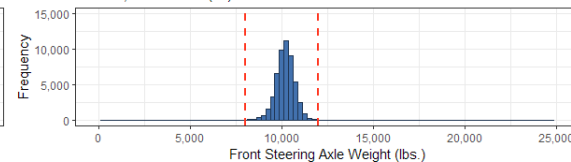
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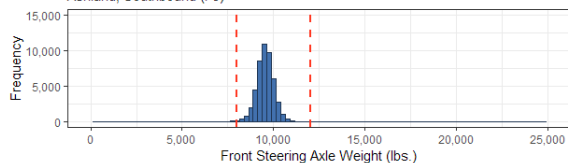
Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Ashland, Southbound (I-5)



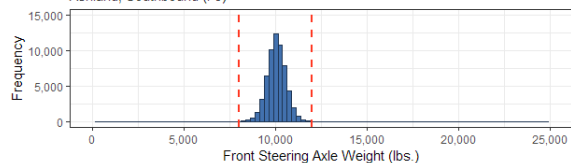
Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Ashland, Southbound (I-5)



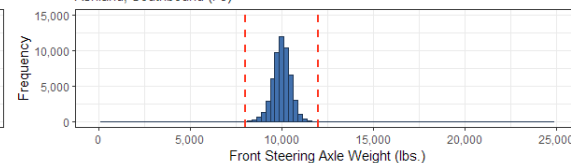
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Ashland, Southbound (I-5)



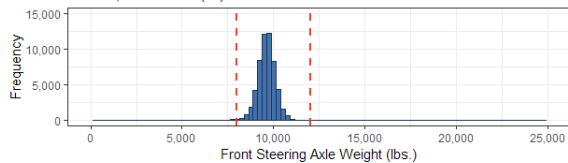
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Ashland, Southbound (I-5)



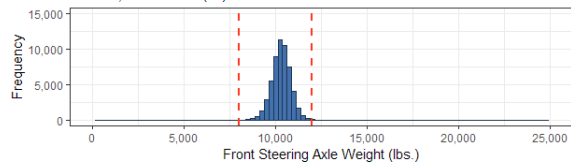
Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Ashland, Southbound (I-5)



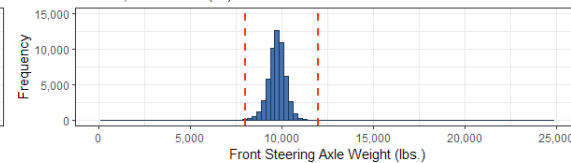
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Ashland, Southbound (I-5)



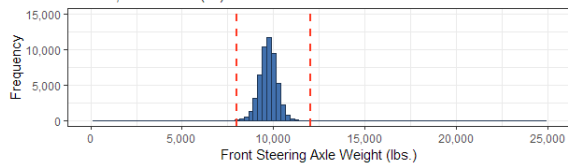
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Ashland, Southbound (I-5)



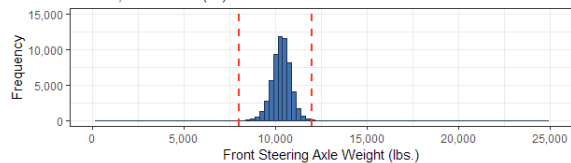
Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Ashland, Southbound (I-5)



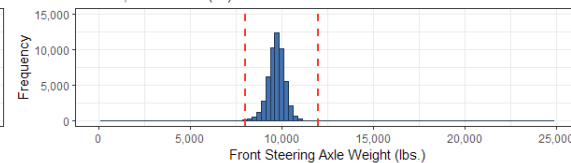
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Ashland, Southbound (I-5)



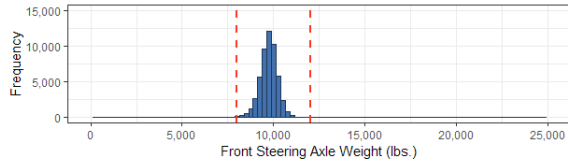
Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Ashland, Southbound (I-5)



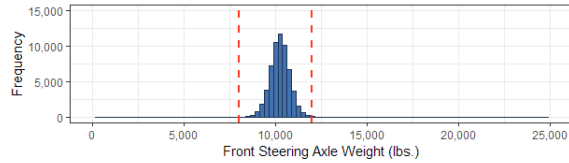
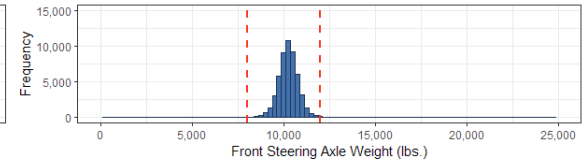
Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Ashland, Southbound (I-5)



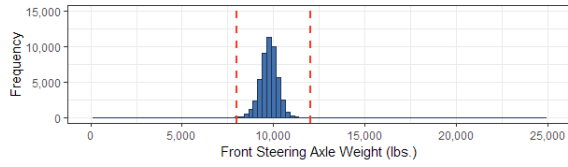
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Ashland, Southbound (I-5)



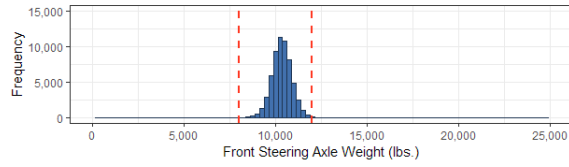
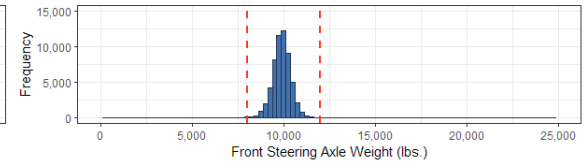
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Ashland, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Ashland, Southbound (I-5)

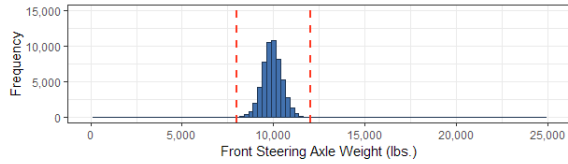
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Ashland, Southbound (I-5)



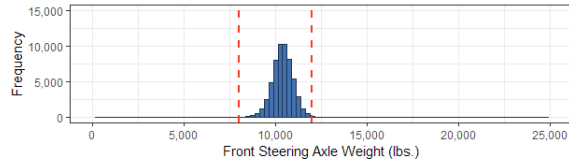
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Ashland, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Ashland, Southbound (I-5)

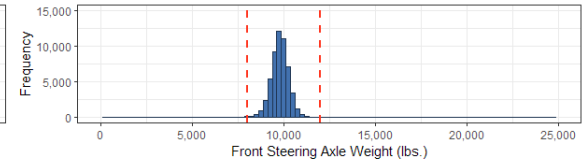
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Ashland, Southbound (I-5)



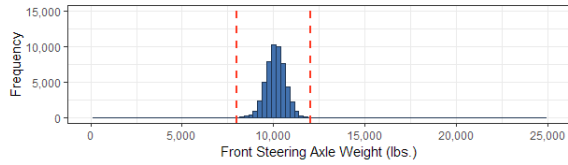
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Ashland, Southbound (I-5)



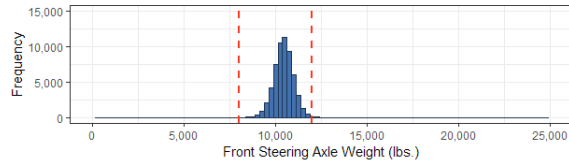
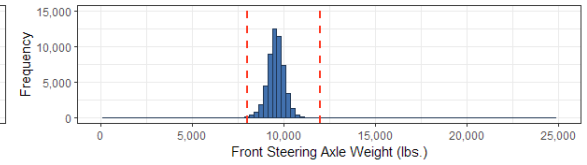
Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Ashland, Southbound (I-5)



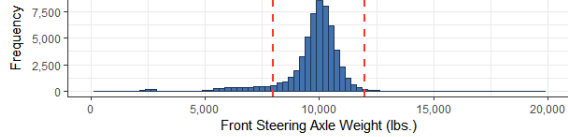
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Ashland, Southbound (I-5)



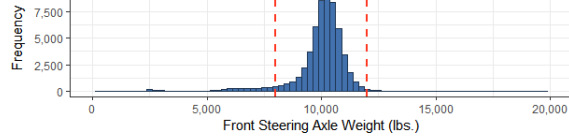
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Ashland, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Ashland, Southbound (I-5)

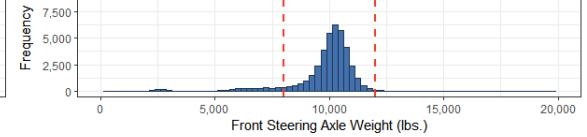
Booth Ranch, Northbound (I-5)



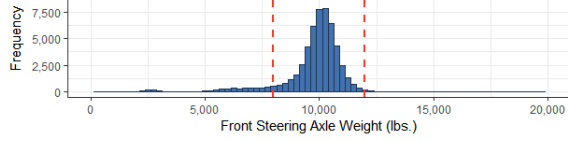
Booth Ranch, Northbound (I-5)



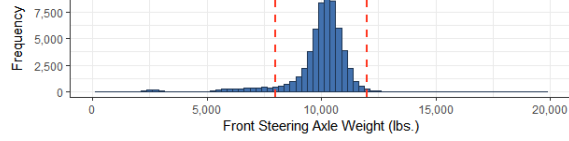
Booth Ranch, Northbound (I-5)



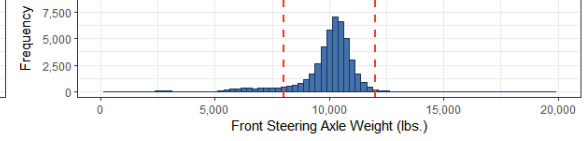
Booth Ranch, Northbound (I-5)



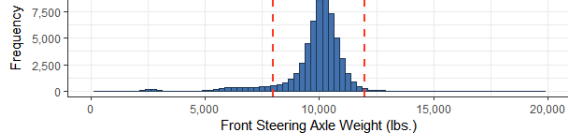
Booth Ranch, Northbound (I-5)



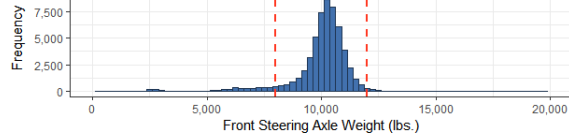
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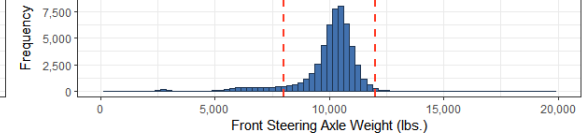
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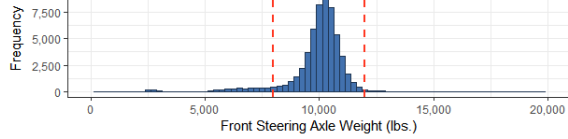
Booth Ranch, Northbound (I-5)



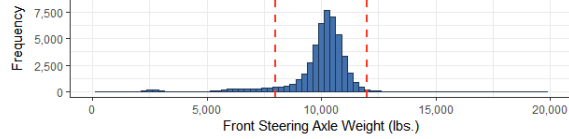
Booth Ranch, Northbound (I-5)



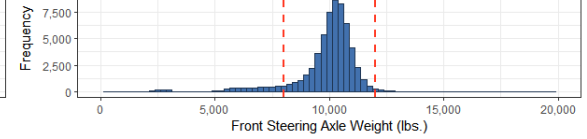
Booth Ranch, Northbound (I-5)

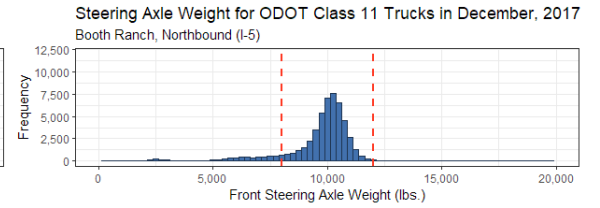
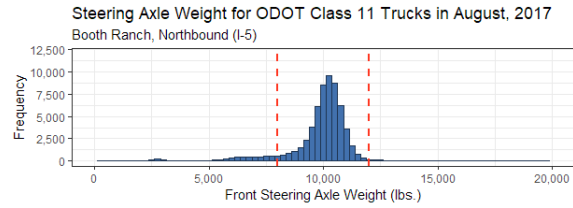
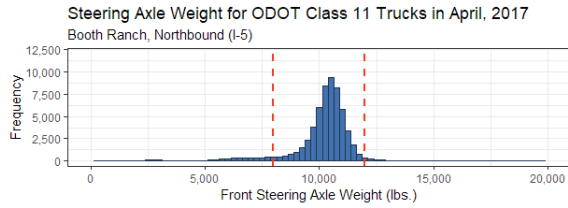
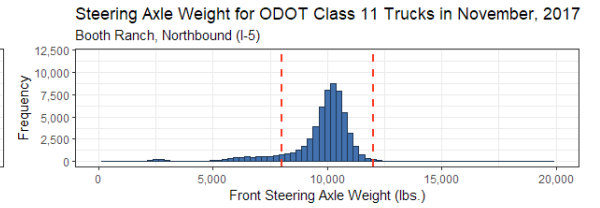
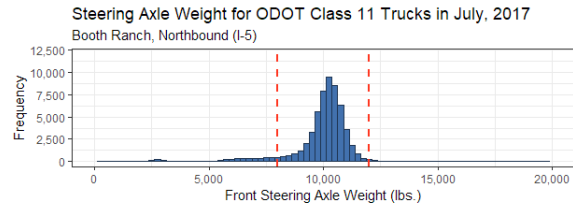
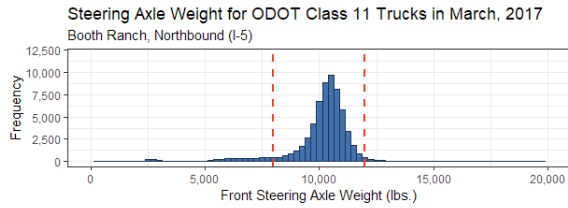
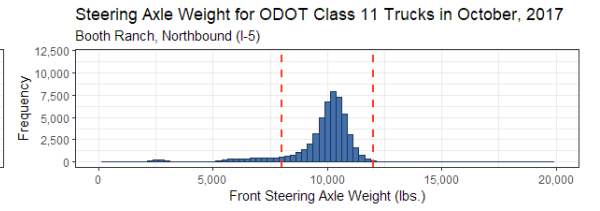
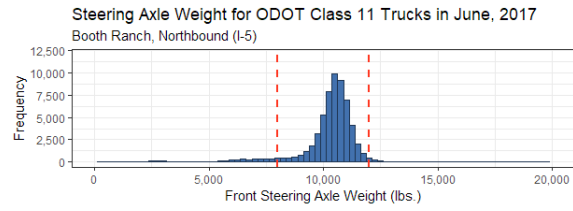
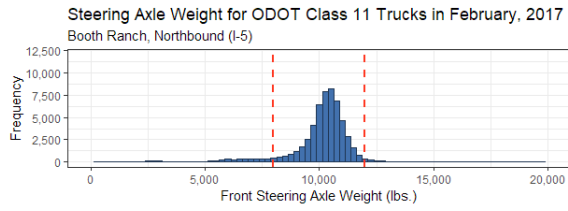
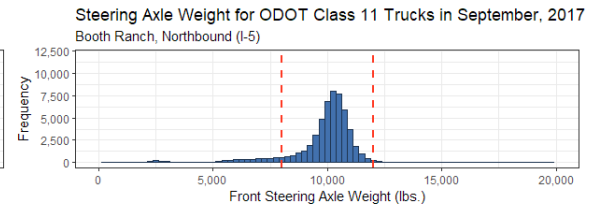
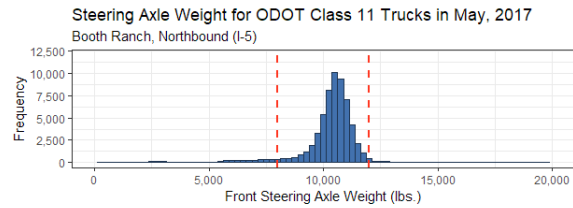
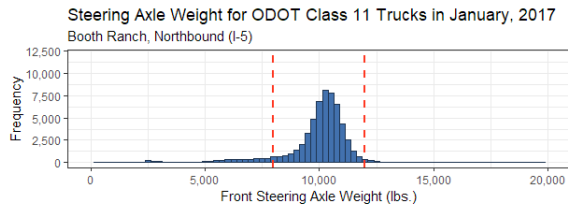


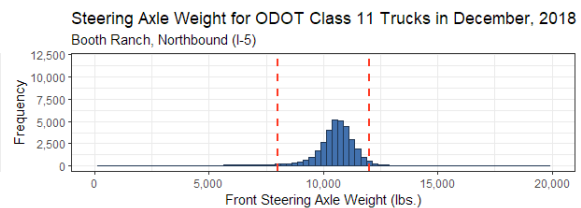
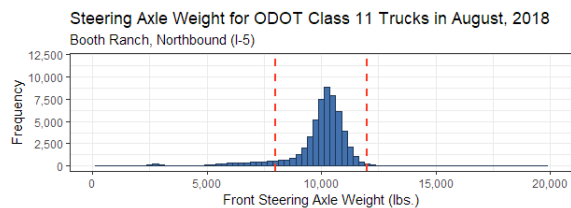
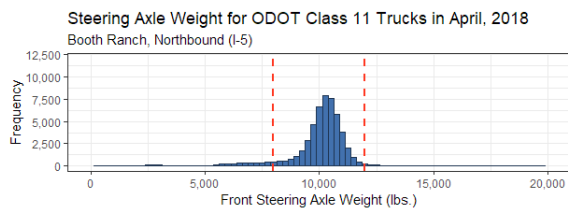
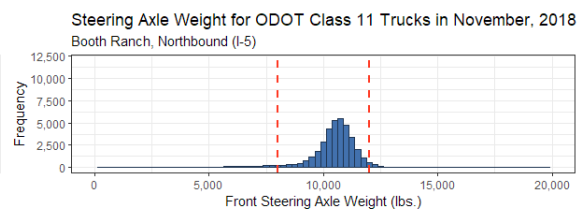
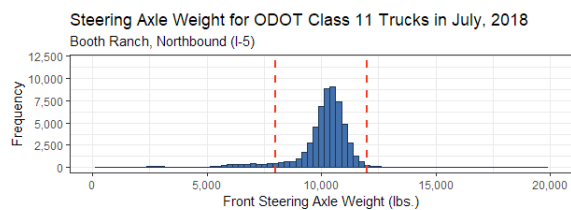
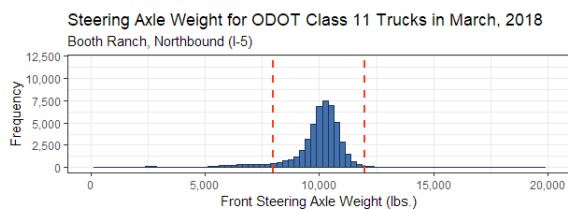
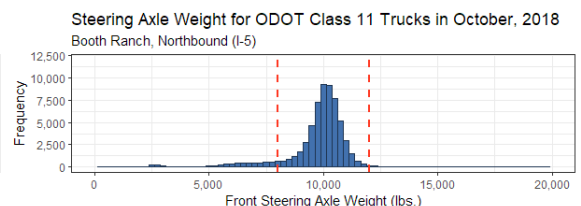
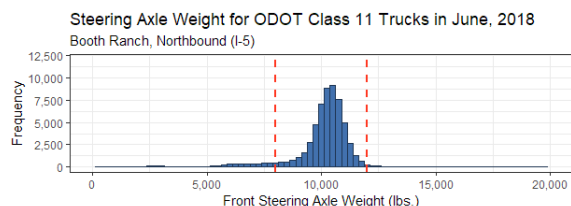
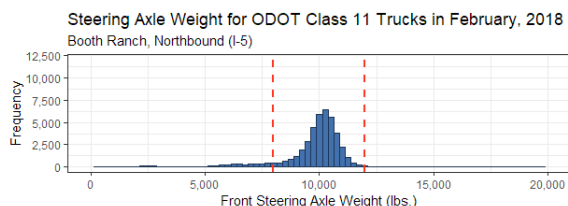
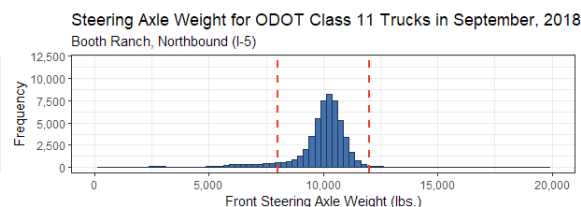
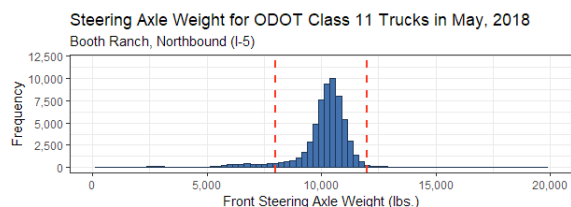
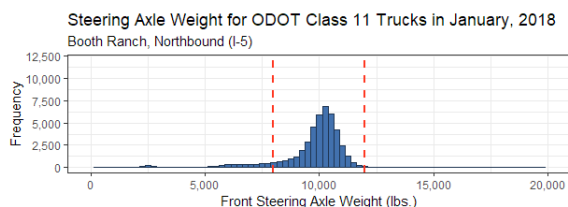
Booth Ranch, Northbound (I-5)



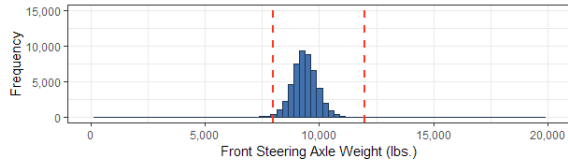
Booth Ranch, Northbound (I-5)



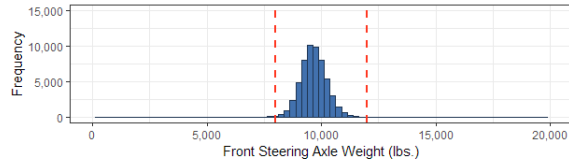
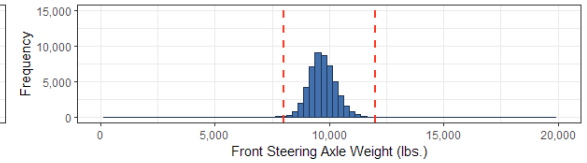




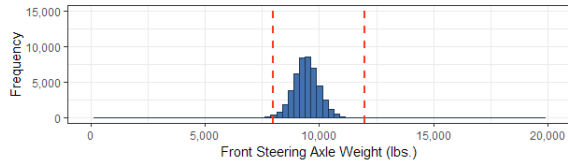
Steering Axle Weight for ODOT Class 11 Trucks in January, 2015
Booth Ranch, Southbound (I-5)



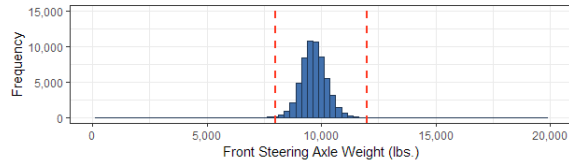
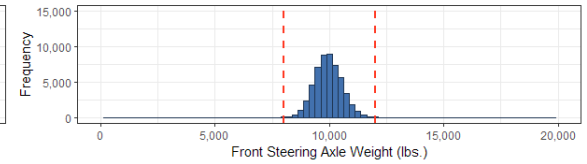
Steering Axle Weight for ODOT Class 11 Trucks in May, 2015
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in September, 2015
Booth Ranch, Southbound (I-5)

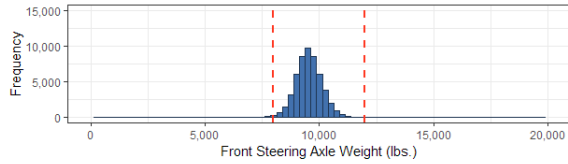
Steering Axle Weight for ODOT Class 11 Trucks in February, 2015
Booth Ranch, Southbound (I-5)



Steering Axle Weight for ODOT Class 11 Trucks in June, 2015 Booth Ranch, Southbound (I-5)

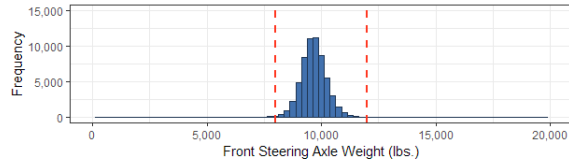
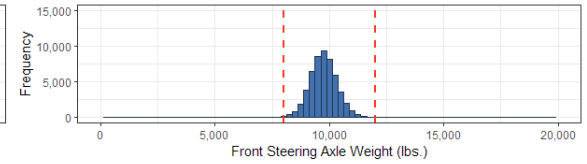
Steering Axle Weight for ODOT Class 11 Trucks in October, 2015
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in March, 2015
Booth Ranch, Southbound (I-5)

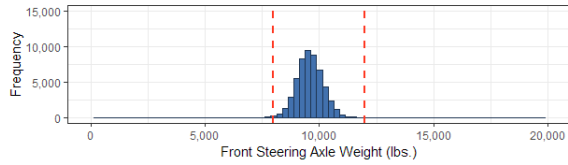


Steering Axle Weight for ODOT Class 11 Trucks in July, 2015

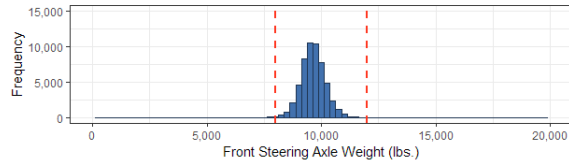
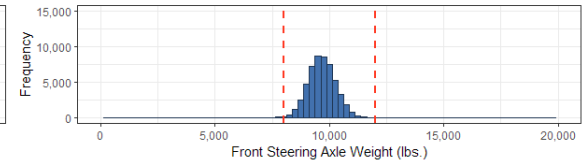
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in November, 2015
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in April, 2015
Booth Ranch, Southbound (I-5)



Steering Axle Weight for ODOT Class 11 Trucks in August, 2015
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2015
Booth Ranch, Southbound (I-5)

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 9,500 lbs. Two vertical red dashed lines represent the control limits, positioned at approximately 7,500 lbs. and 11,500 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 8,000 and 11,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. Two vertical red dashed lines represent the control limits, positioned at approximately 7,500 lbs. and 12,500 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 8,000 and 12,000 lbs.

A histogram showing the frequency distribution of front steering axle weight in pounds. The x-axis is labeled 'Front Steering Axle Weight (lbs.)' and ranges from 0 to 20,000 with major ticks every 5,000 units. The y-axis is labeled 'Frequency' and ranges from 0 to 15,000 with major ticks every 5,000 units. The histogram consists of blue bars. The distribution is roughly bell-shaped, centered around 8,000 lbs. There are two vertical red dashed lines at approximately 7,500 lbs. and 11,000 lbs., which likely represent the legal weight limits for this axle type.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 8,000 lbs. and 12,000 lbs. The data is concentrated between these two lines, with most of the frequency falling within the range of 7,000 to 13,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. Two vertical red dashed lines represent the control limits, positioned at approximately 8,500 lbs. and 11,500 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 9,000 and 11,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical red dashed lines indicate the 95% confidence interval, positioned at approximately 8,500 lbs. and 12,500 lbs. The peak of the distribution is around 9,500 lbs. with a frequency of approximately 12,000.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 8,000 lbs. and 12,000 lbs. The data is concentrated between these two lines, with most of the frequency falling within the control limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. Two vertical red dashed lines are positioned at approximately 8,000 lbs. and 12,000 lbs., representing the 95% confidence interval.

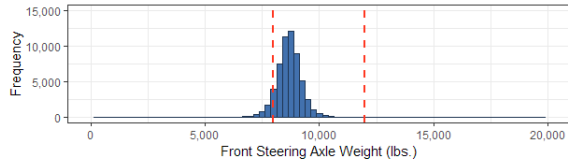
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The data is represented by blue bars, forming a bell-shaped curve centered around 8,000 lbs. Two vertical dashed red lines are drawn at approximately 7,000 lbs. and 10,000 lbs., indicating the specification limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs., representing the control limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid in black, centered at approximately 9,500 lbs. Two vertical red dashed lines represent the control limits, positioned at approximately 8,500 lbs. and 10,500 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 8,000 and 11,000 lbs.

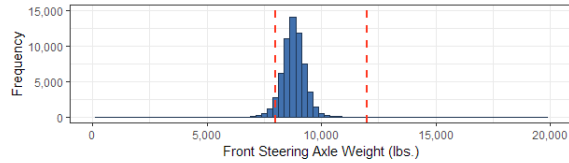
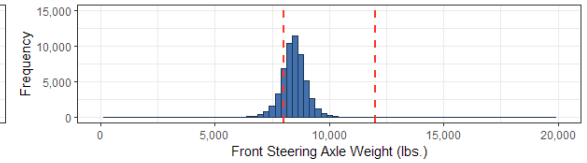
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The data is concentrated between approximately 5,000 and 12,000 lbs. Two vertical dashed red lines are drawn at approximately 7,500 lbs. and 12,000 lbs. The peak frequency is around 13,000 at approximately 8,500 lbs.

Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Booth Ranch, Southbound (I-5)

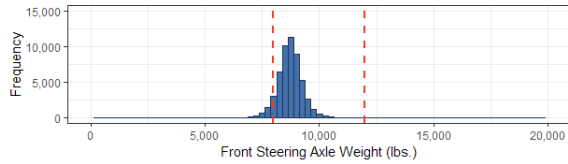


Steering Axle Weight for ODOT Class 11 Trucks in May, 2017

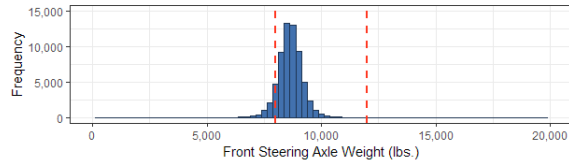
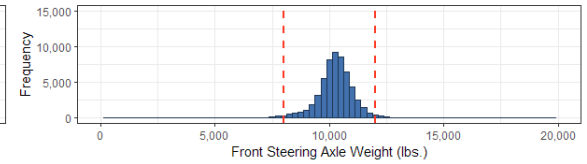
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Booth Ranch, Southbound (I-5)

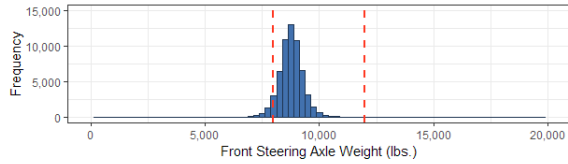
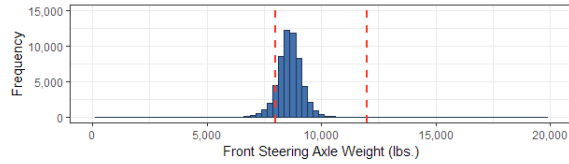
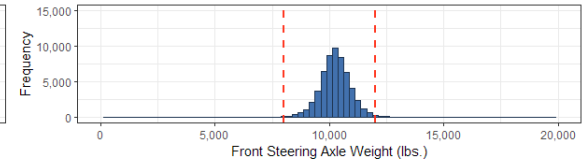
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Booth Ranch, Southbound (I-5)



Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Booth Ranch, Southbound (I-5)

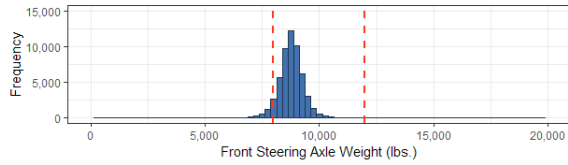
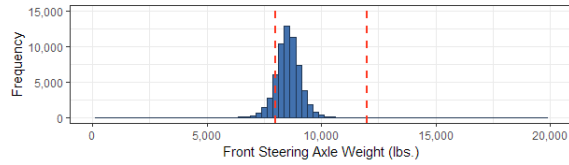
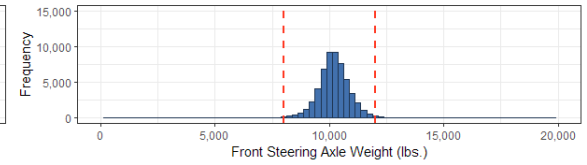
Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Booth Ranch, Southbound (I-5)

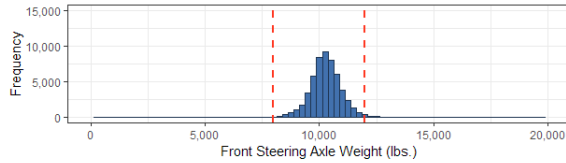
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Booth Ranch, Southbound (I-5)Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in April, 2017

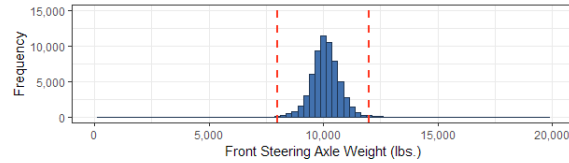
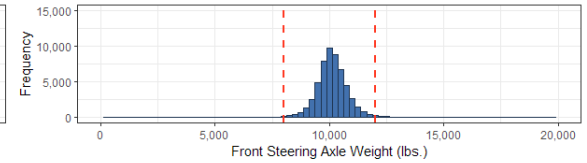
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Booth Ranch, Southbound (I-5)Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Booth Ranch, Southbound (I-5)

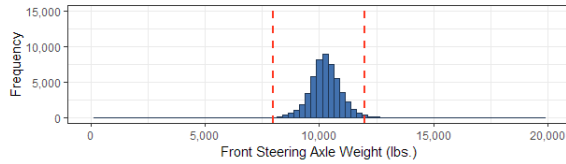
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Booth Ranch, Southbound (I-5)



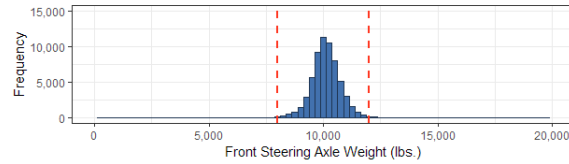
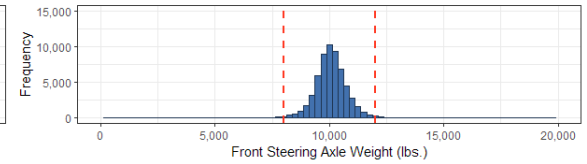
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Booth Ranch, Southbound (I-5)

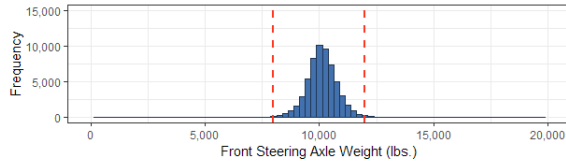
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Booth Ranch, Southbound (I-5)



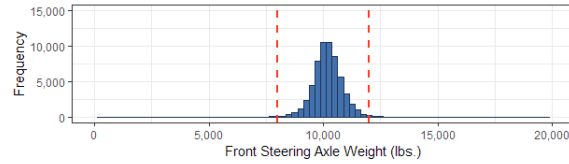
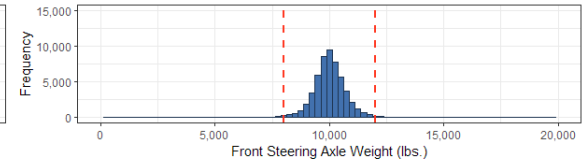
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Booth Ranch, Southbound (I-5)

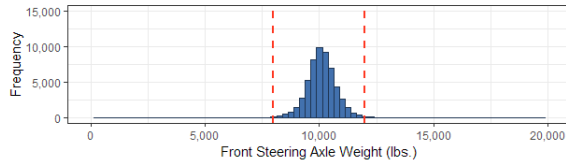


Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Booth Ranch, Southbound (I-5)

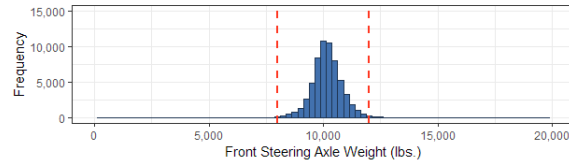
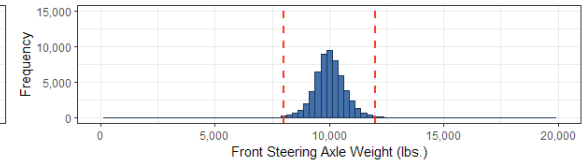
Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in April, 2018

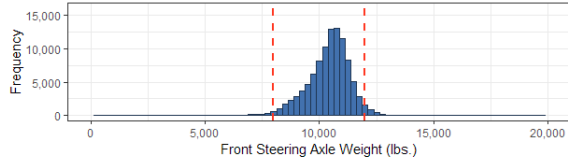
Booth Ranch, Southbound (I-5)



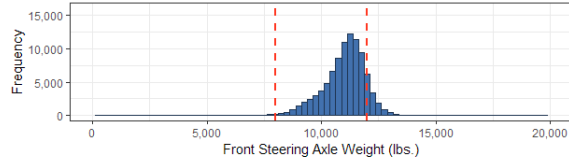
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Booth Ranch, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Booth Ranch, Southbound (I-5)

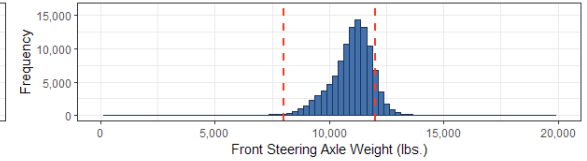
Steering Axle Weight for ODOT Class 11 Trucks in January, 2015
Woodburn, Northbound (I-5)



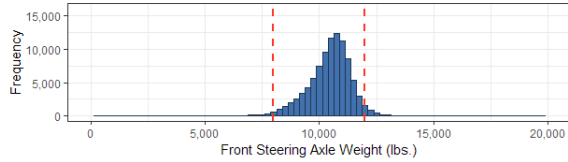
Steering Axle Weight for ODOT Class 11 Trucks in May, 2015
Woodburn, Northbound (I-5)



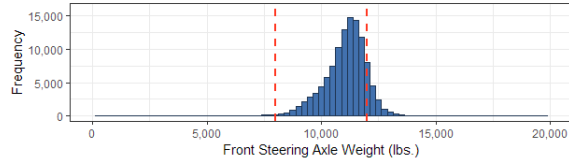
Steering Axle Weight for ODOT Class 11 Trucks in September, 2015
Woodburn, Northbound (I-5)



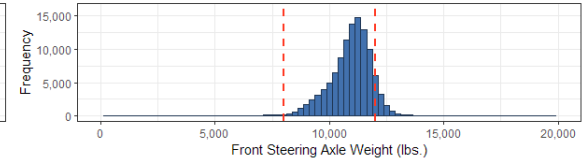
Steering Axle Weight for ODOT Class 11 Trucks in February, 2015
Woodburn, Northbound (I-5)



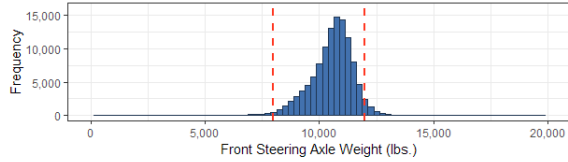
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Woodburn, Northbound (I-5)



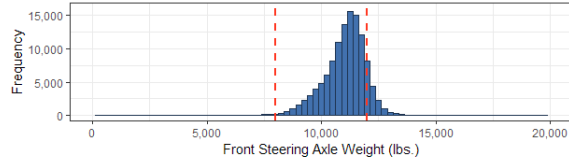
Steering Axle Weight for ODOT Class 11 Trucks in October, 2015
Woodburn, Northbound (I-5)



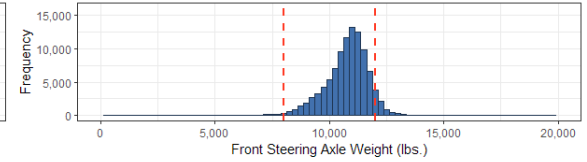
Steering Axle Weight for ODOT Class 11 Trucks in March, 2015
Woodburn, Northbound (I-5)



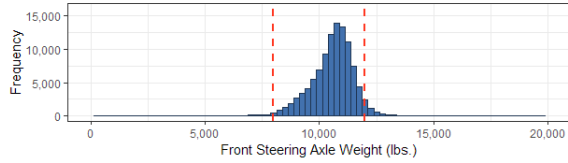
Steering Axle Weight for ODOT Class 11 Trucks in July, 2015
Woodburn, Northbound (I-5)



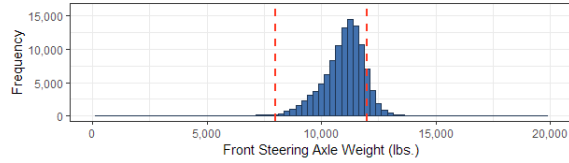
Steering Axle Weight for ODOT Class 11 Trucks in November, 2015
Woodburn, Northbound (I-5)



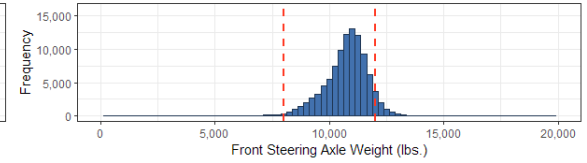
Steering Axle Weight for ODOT Class 11 Trucks in April, 2015
Woodburn, Northbound (I-5)



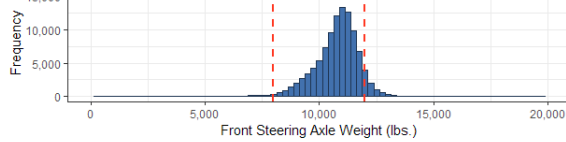
Steering Axle Weight for ODOT Class 11 Trucks in August, 2015
Woodburn, Northbound (I-5)



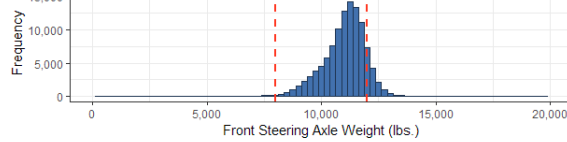
Steering Axle Weight for ODOT Class 11 Trucks in December, 2015
Woodburn, Northbound (I-5)



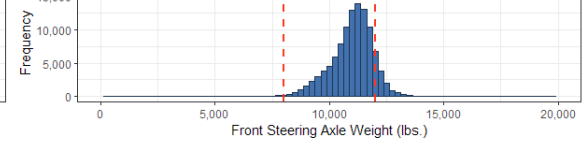
Woodburn, Northbound (I-5)



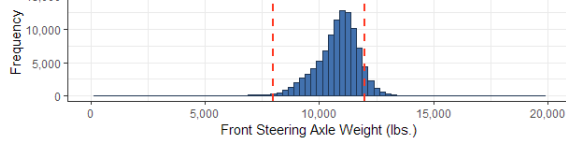
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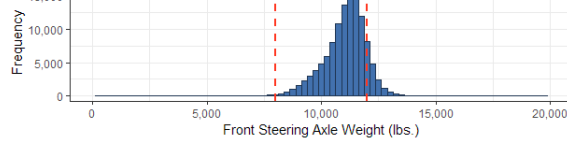
Woodburn, Northbound (I-5)



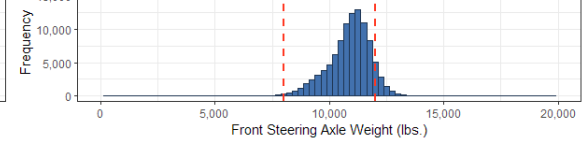
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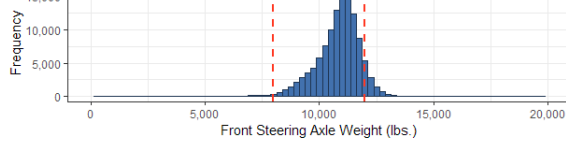
Woodburn, Northbound (I-5)



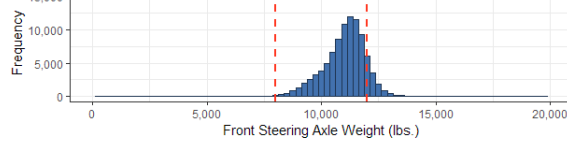
Woodburn, Northbound (I-5)



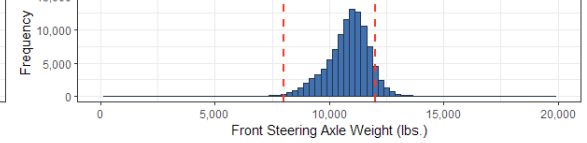
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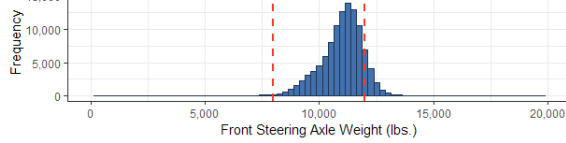
Woodburn, Northbound (I-5)



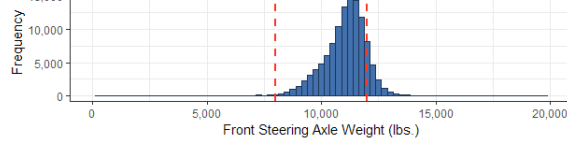
Woodburn, Northbound (I-5)



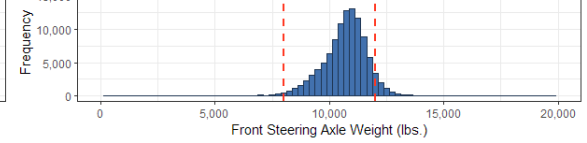
Woodburn, Northbound (I-5)



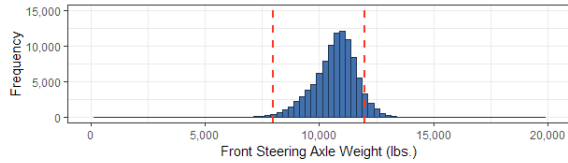
Woodburn, Northbound (I-5)



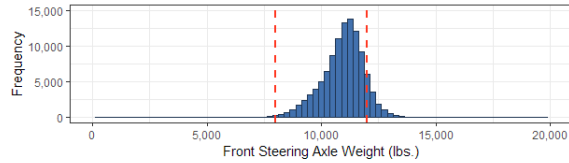
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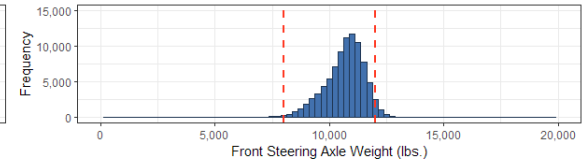
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Woodburn, Northbound (I-5)



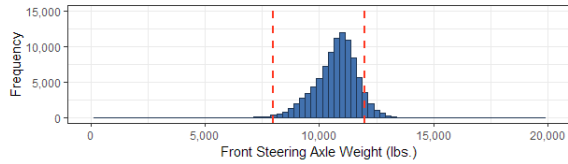
Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Woodburn, Northbound (I-5)



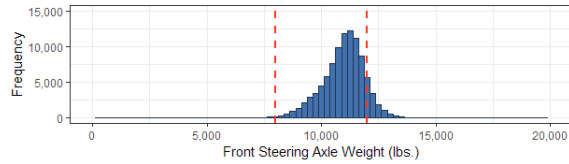
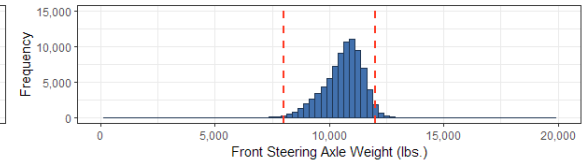
Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Woodburn, Northbound (I-5)



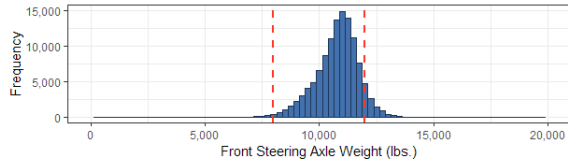
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Woodburn, Northbound (I-5)



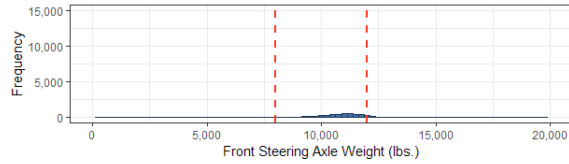
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Woodburn, Northbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Woodburn, Northbound (I-5)

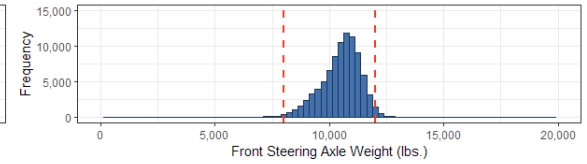
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Woodburn, Northbound (I-5)



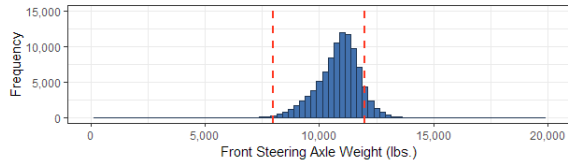
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Woodburn, Northbound (I-5)



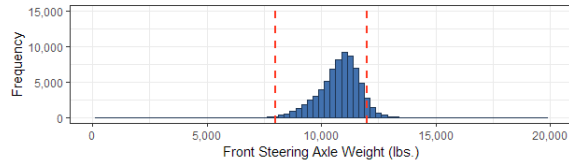
Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Woodburn, Northbound (I-5)



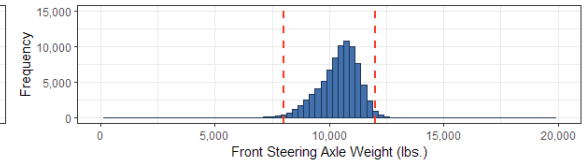
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Woodburn, Northbound (I-5)



Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Woodburn, Northbound (I-5)



Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Woodburn, Northbound (I-5)



A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 11,500 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 8,500 lbs. and 14,500 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 9,000 and 13,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 11,000 lbs. Two vertical dashed red lines represent the control limits, located at approximately 8,500 lbs. and 13,500 lbs. The data is concentrated between these two lines, with a peak frequency of about 13,000.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines indicate the 95% confidence interval, which is approximately between 8,000 lbs. and 13,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 11,000 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 8,000 lbs. and 14,000 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 9,000 and 13,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 11,000 lbs. Two vertical dashed red lines represent the control limits, located at approximately 8,000 lbs. and 14,000 lbs. The data is concentrated between these two lines, with a peak frequency of about 12,000.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram. Two vertical red dashed lines are positioned at approximately 8,500 lbs. and 12,500 lbs., representing the 95% confidence interval. The peak of the distribution is around 11,000 lbs. with a frequency of approximately 11,000.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The data is represented by blue bars, forming a bell-shaped curve centered around 11,000 lbs. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 13,500 lbs., indicating the specification limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram. Two vertical dashed red lines indicate the 95% confidence interval, centered around the mean of approximately 10,500 lbs. The distribution is roughly bell-shaped, centered around 10,500 lbs.

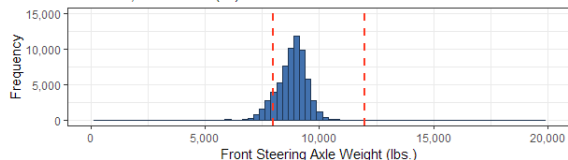
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The distribution is unimodal and slightly right-skewed, peaking at approximately 10,000 lbs. with a frequency of about 10,000. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 12,500 lbs., indicating the specification limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 11,000 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 8,500 lbs. and 13,500 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 9,000 and 13,000 lbs.

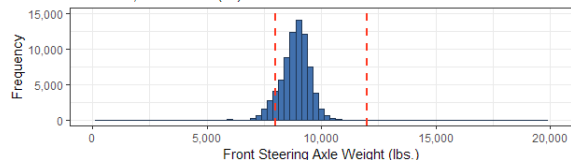
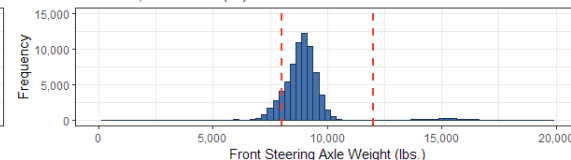
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 11,000 lbs. Two vertical dashed red lines represent the control limits, located at approximately 8,000 lbs. and 14,000 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 9,000 and 13,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The distribution is unimodal and slightly right-skewed, centered around 10,000 lbs. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 11,500 lbs., indicating the specification limits.

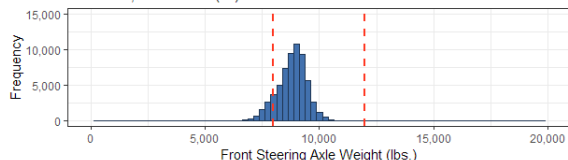
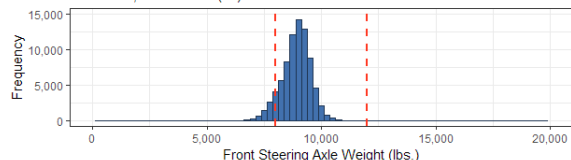
Steering Axle Weight for ODOT Class 11 Trucks in January, 2015
Woodburn, Southbound (I-5)



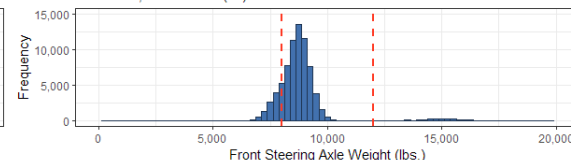
Steering Axle Weight for ODOT Class 11 Trucks in May, 2015
Woodburn, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in September, 2015
Woodburn, Southbound (I-5)

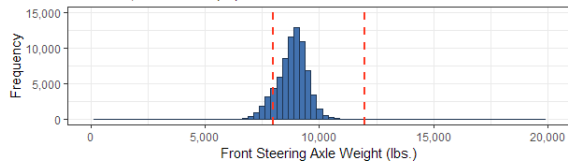
Steering Axle Weight for ODOT Class 11 Trucks in February, 2015
Woodburn, Southbound (I-5)

Steering Axle Weight for ODOT Class 11 Trucks in June, 2015
Woodburn, Southbound (I-5)

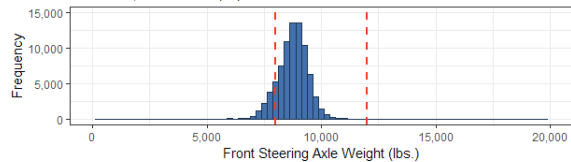
Steering Axle Weight for ODOT Class 11 Trucks in October, 2015
Woodburn, Southbound (I-5)



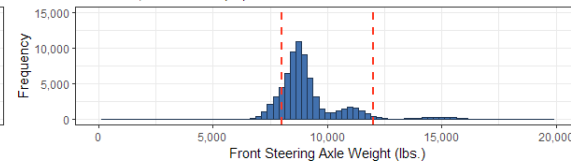
Steering Axle Weight for ODOT Class 11 Trucks in March, 2015
Woodburn, Southbound (I-5)



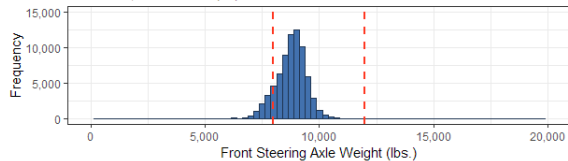
Steering Axle Weight for ODOT Class 11 Trucks in July, 2015
Woodburn, Southbound (I-5)



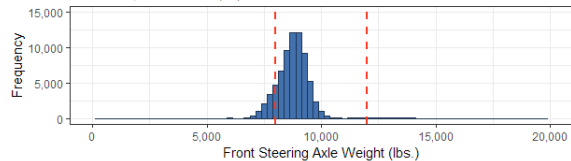
Steering Axle Weight for ODOT Class 11 Trucks in November, 2015
Woodburn, Southbound (I-5)



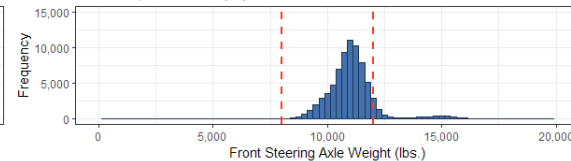
Steering Axle Weight for ODOT Class 11 Trucks in April, 2015
Woodburn, Southbound (I-5)



Steering Axle Weight for ODOT Class 11 Trucks in August, 2015
Woodburn, Southbound (I-5)



Steering Axle Weight for ODOT Class 11 Trucks in December, 2015
Woodburn, Southbound (I-5)



A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid in black, centered at approximately 11,000 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 8,000 lbs. and 14,000 lbs. The data is concentrated between 5,000 and 15,000 lbs., with a small secondary peak around 16,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The data is represented by blue bars, forming a bell-shaped curve centered around 10,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs., indicating the specification limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines indicate the 95% confidence interval, which is centered around 10,000 lbs. and spans from approximately 8,000 lbs. to 12,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered around 11,000 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 8,000 lbs. and 14,000 lbs. The data is concentrated between these limits, with a small tail extending to the right up to 17,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines indicate the 95% confidence interval, which is approximately between 8,000 lbs. and 12,000 lbs. The peak of the distribution is around 10,500 lbs. with a frequency of approximately 12,000.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered around 11,000 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 8,000 lbs. and 14,000 lbs. The data is concentrated between these limits, with a small tail extending to the right beyond 15,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines indicate the control limits at approximately 8,000 lbs. and 13,000 lbs. The data is centered around 11,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram. Two vertical red dashed lines are positioned at approximately 8,000 lbs. and 12,000 lbs., representing the 95% confidence interval. The peak of the distribution is at approximately 10,000 lbs. with a frequency of about 13,000.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 10,500 lbs. Two vertical dashed red lines represent the control limits, positioned at approximately 7,500 lbs. and 13,500 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 8,000 and 12,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The distribution is unimodal and slightly right-skewed, centered around 10,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs., defining a central interval that contains the majority of the data.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines indicate the 95% confidence interval, centered around the mean weight of approximately 10,500 lbs. The distribution is roughly bell-shaped, centered around 10,500 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 10,500 lbs. Two vertical red dashed lines are drawn at approximately 7,500 lbs. and 13,500 lbs., representing the control limits. The data is concentrated between these two lines, with most of the frequency occurring between 8,000 and 13,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid in black, centered at approximately 10,000 lbs. Two vertical red dashed lines are drawn at approximately 8,000 lbs. and 12,000 lbs., representing the control limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The distribution is unimodal and slightly right-skewed, centered around 10,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs., indicating the specification limits.

A histogram showing the frequency distribution of front steering axle weight in pounds. The x-axis is labeled 'Front Steering Axle Weight (lbs.)' and ranges from 0 to 20,000 with major ticks every 5,000. The y-axis is labeled 'Frequency' and ranges from 0 to 15,000 with major ticks every 5,000. The histogram consists of blue bars. The distribution is roughly bell-shaped, centered around 10,000 lbs. There are two vertical dashed red lines at approximately 7,500 lbs and 12,500 lbs, which correspond to the 25th and 75th percentiles. The frequency peaks at approximately 14,000 for weights between 9,000 and 10,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 11,500 lbs. Two vertical dashed red lines represent the control limits, located at approximately 8,500 lbs. and 14,500 lbs. The data is concentrated between these two lines, with most of the frequency occurring between 10,000 and 13,000 lbs.

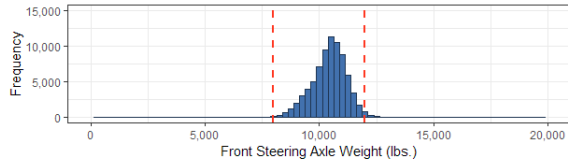
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The data is represented by blue bars, forming a bell-shaped curve centered around 10,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs., indicating the specification limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 11,000 lbs. Two vertical dashed red lines are positioned at approximately 8,000 lbs. and 14,000 lbs., representing the 95% confidence interval. Small red arrows point to these lines from the text '95% Confidence Interval' located below the x-axis.

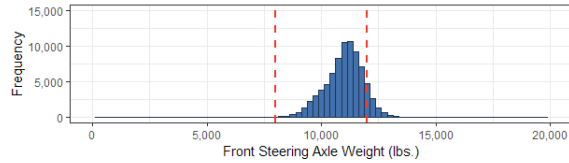
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram. Two vertical dashed red lines indicate the 95% confidence interval, centered around the mean of approximately 11,000 lbs. The interval spans from approximately 8,000 lbs. to 14,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 15,000 with major ticks every 5,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 10,500 lbs. Two vertical dashed red lines are positioned at approximately 7,500 lbs. and 13,500 lbs., representing the 95% confidence interval.

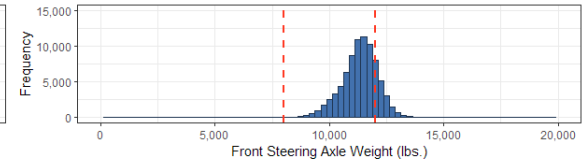
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Woodburn, Southbound (I-5)



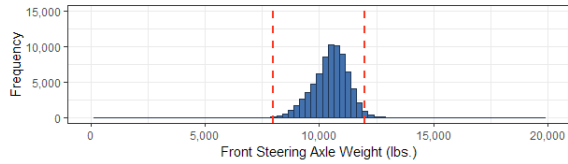
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Woodburn, Southbound (I-5)



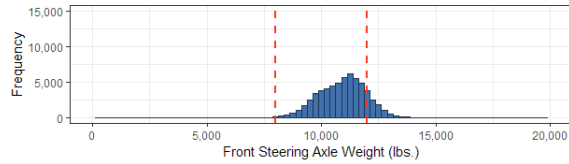
Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Woodburn, Southbound (I-5)



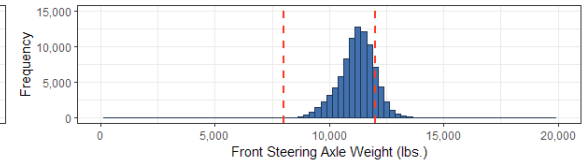
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Woodburn, Southbound (I-5)



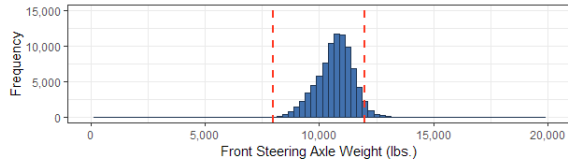
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Woodburn, Southbound (I-5)



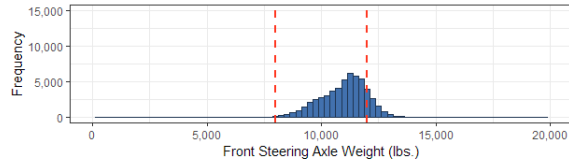
Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Woodburn, Southbound (I-5)



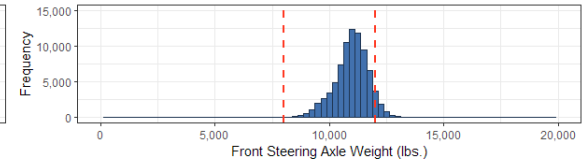
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Woodburn, Southbound (I-5)



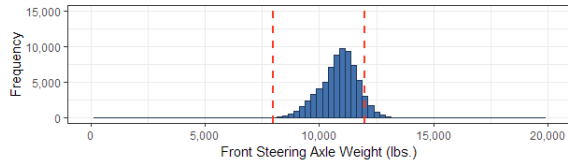
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Woodburn, Southbound (I-5)



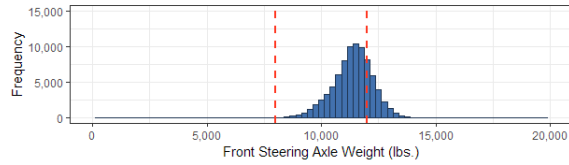
Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Woodburn, Southbound (I-5)



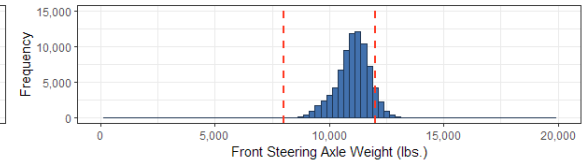
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Woodburn, Southbound (I-5)



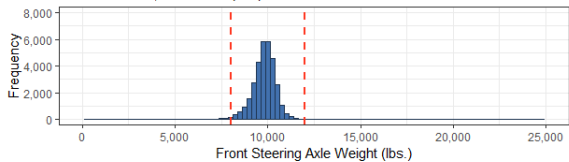
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Woodburn, Southbound (I-5)



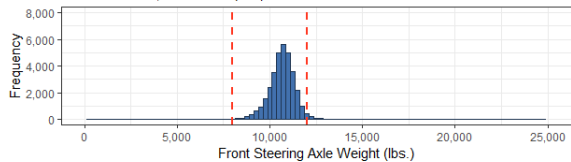
Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Woodburn, Southbound (I-5)



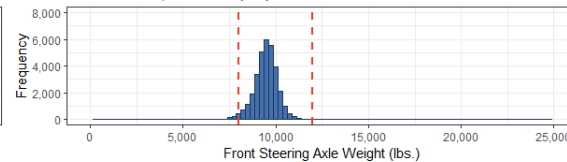
Cascade Locks, Eastbound (I-84)



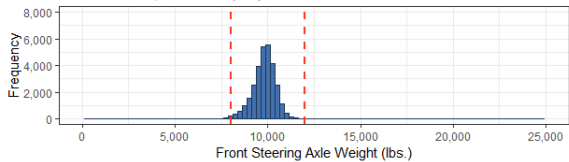
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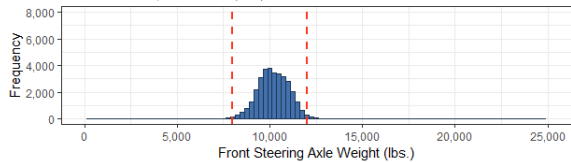
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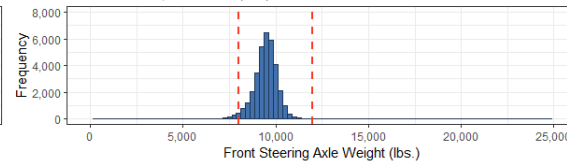
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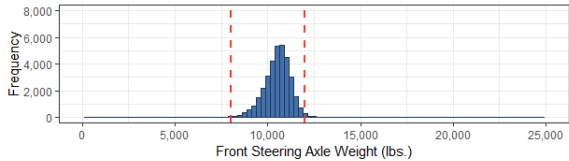
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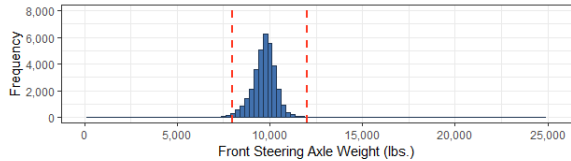
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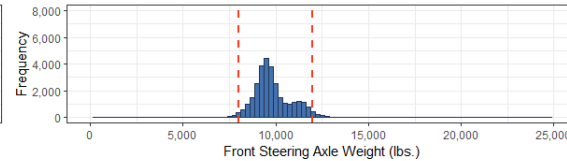
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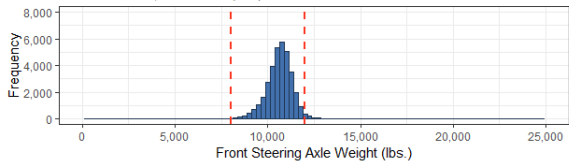
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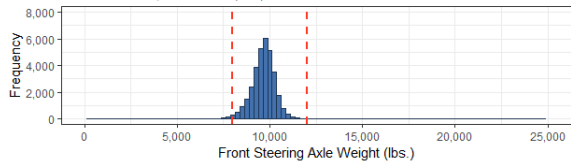
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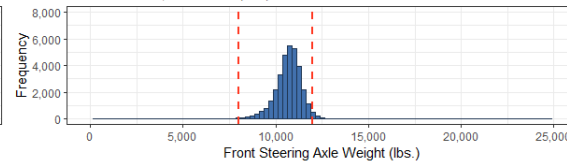
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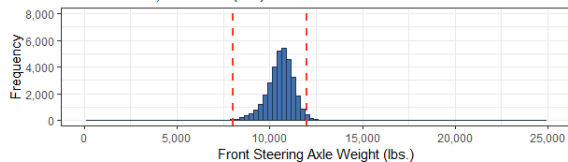
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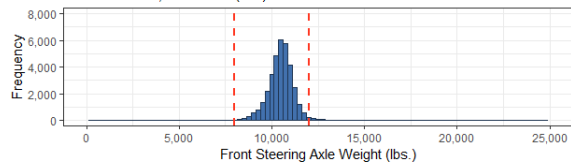
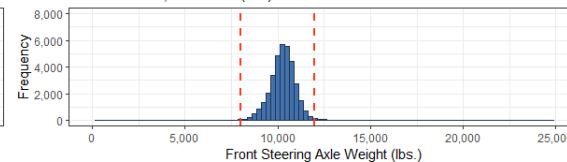
Cascade Locks, Eastbound (I-84)



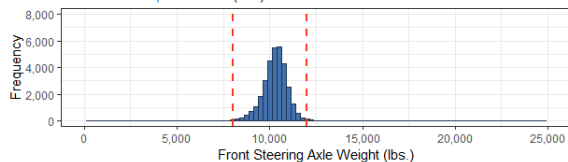
Steering Axle Weight for ODOT Class 11 Trucks in January, 2016
Cascade Locks, Eastbound (I-84)



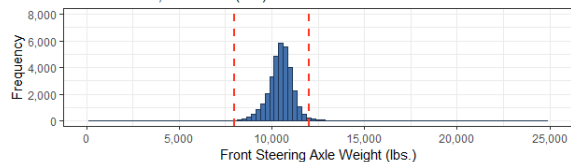
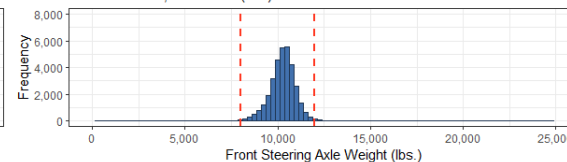
Steering Axle Weight for ODOT Class 11 Trucks in May, 2016
Cascade Locks, Eastbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in September, 2016
Cascade Locks, Eastbound (I-84)

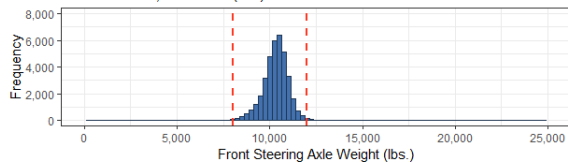
Steering Axle Weight for ODOT Class 11 Trucks in February, 2016
Cascade Locks, Eastbound (I-84)



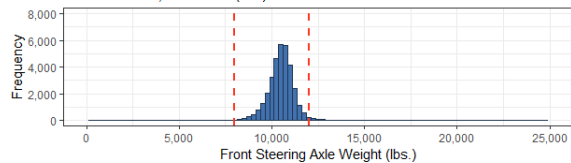
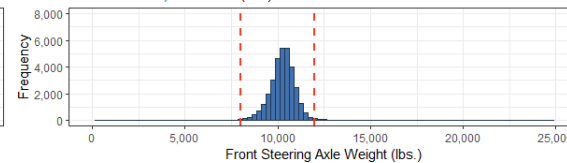
Steering Axle Weight for ODOT Class 11 Trucks in June, 2016
Cascade Locks, Eastbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2016
Cascade Locks, Eastbound (I-84)

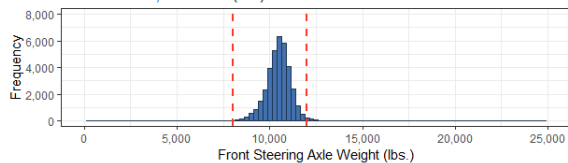
Steering Axle Weight for ODOT Class 11 Trucks in March, 2016
Cascade Locks, Eastbound (I-84)



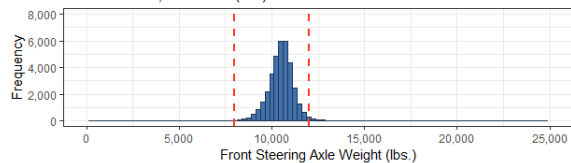
Steering Axle Weight for ODOT Class 11 Trucks in July, 2016
Cascade Locks, Eastbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in November, 2016
Cascade Locks, Eastbound (I-84)

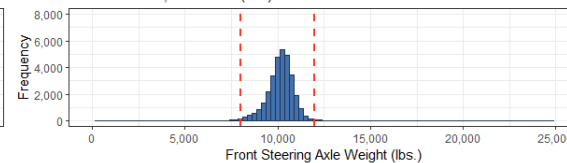
Steering Axle Weight for ODOT Class 11 Trucks in April, 2016
Cascade Locks, Eastbound (I-84)



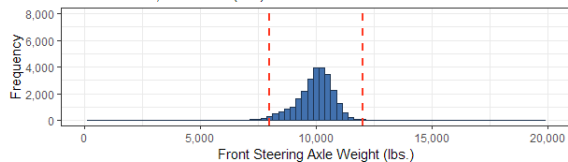
Steering Axle Weight for ODOT Class 11 Trucks in August, 2016
Cascade Locks, Eastbound (I-84)



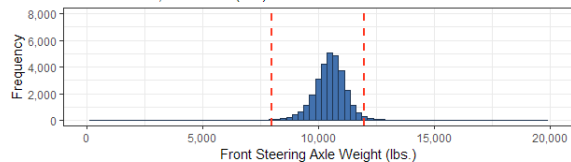
Steering Axle Weight for ODOT Class 11 Trucks in December, 2016
Cascade Locks, Eastbound (I-84)



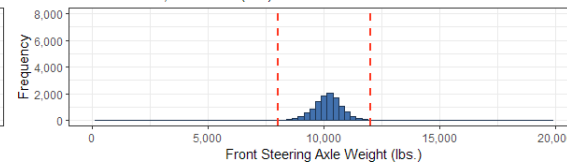
Cascade Locks, Eastbound (I-84)



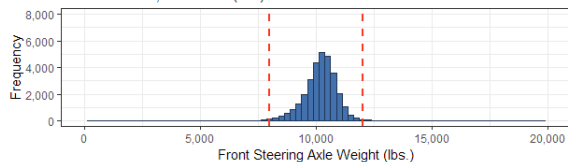
Cascade Locks, Eastbound (I-84)



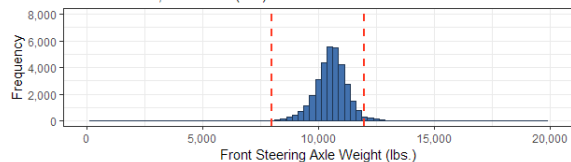
Cascade Locks, Eastbound (I-84)



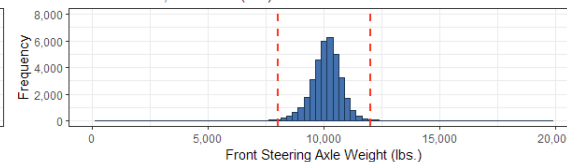
Cascade Locks, Eastbound (I-84)



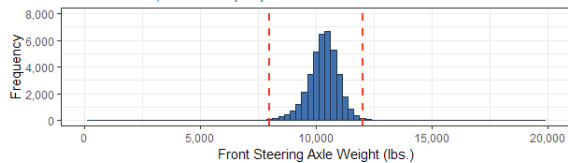
Cascade Locks, Eastbound (I-84)



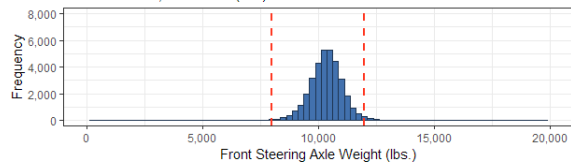
Cascade Locks, Eastbound (I-84)



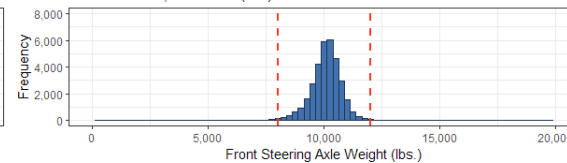
Cascade Locks, Eastbound (I-84)



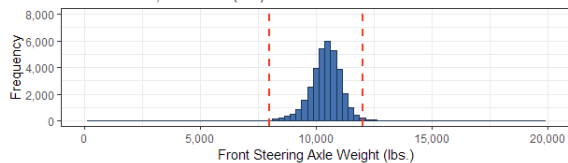
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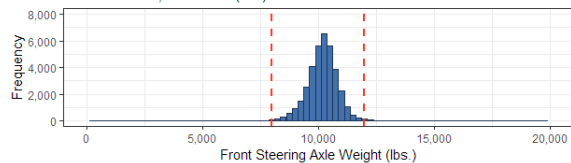
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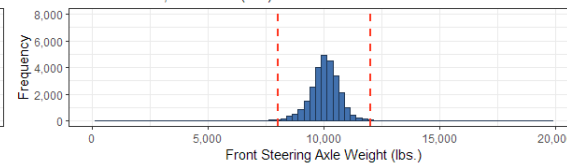
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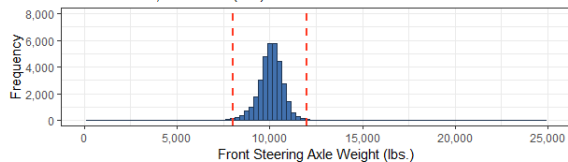
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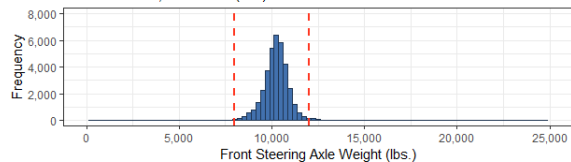
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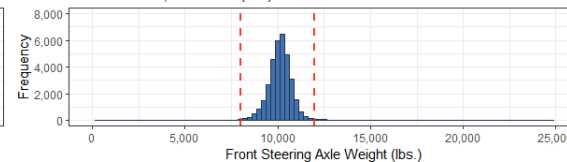
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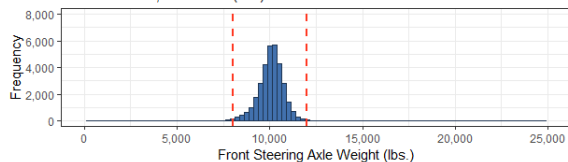
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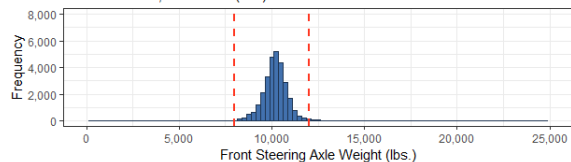
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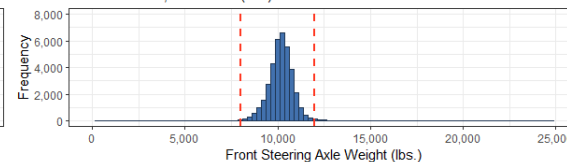
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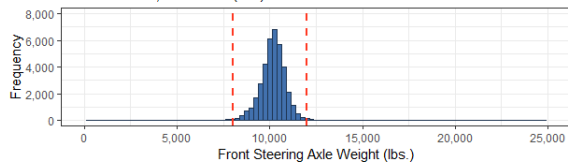
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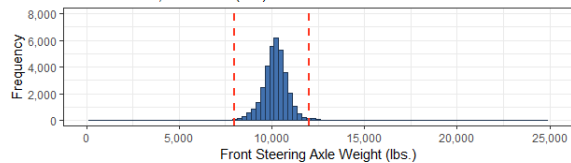
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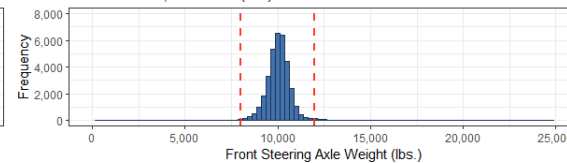
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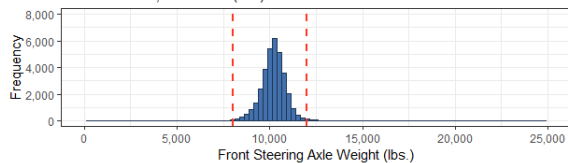
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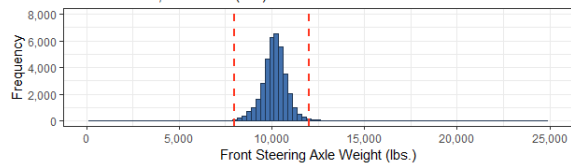
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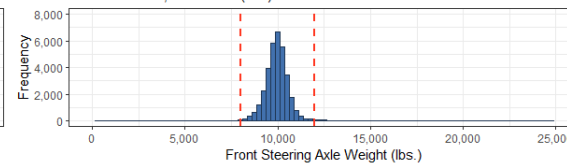
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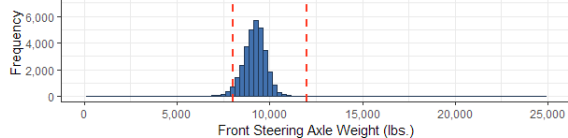
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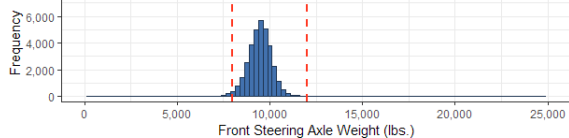
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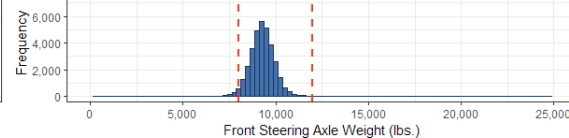
Wyeth, Westbound (I-84)



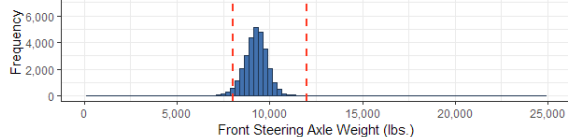
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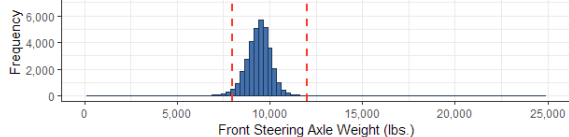
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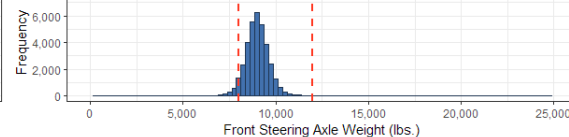
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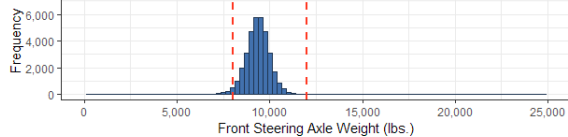
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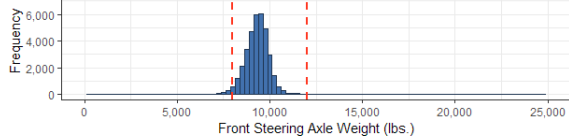
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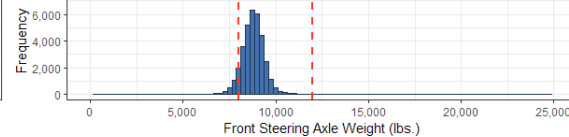
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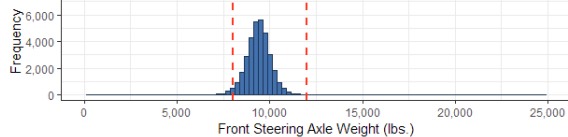
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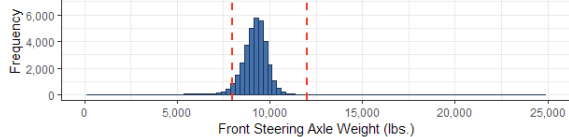
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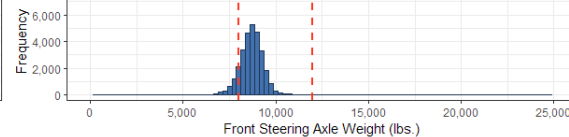
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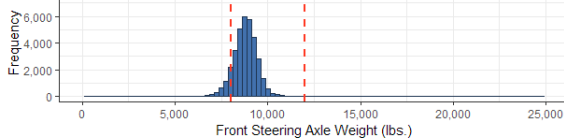
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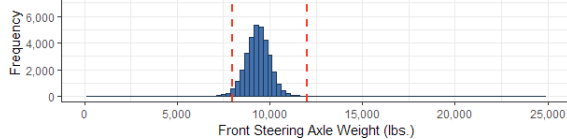
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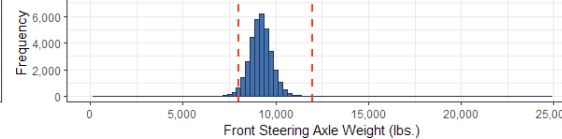
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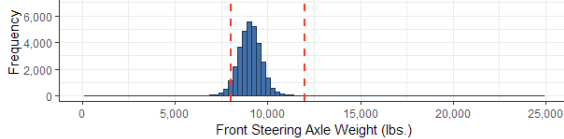
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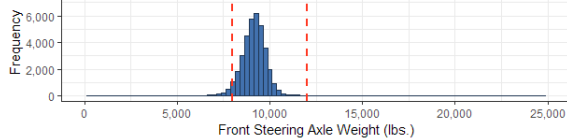
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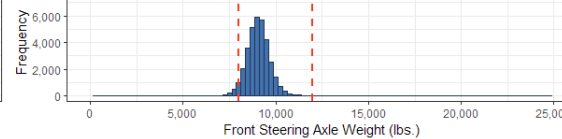
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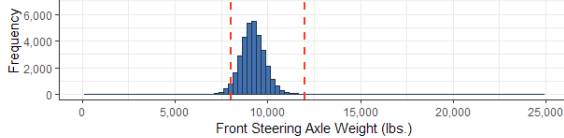
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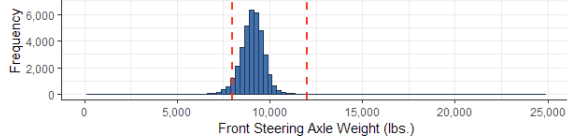
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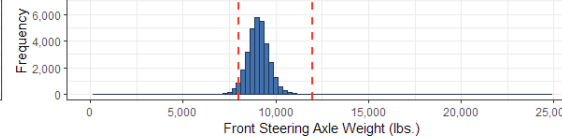
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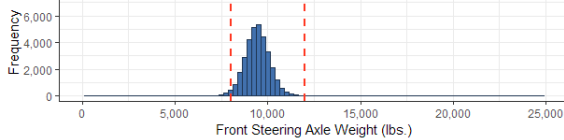
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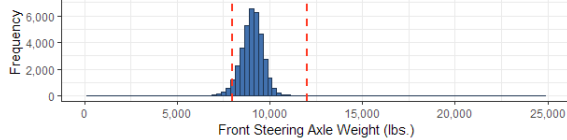
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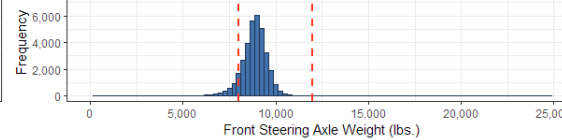
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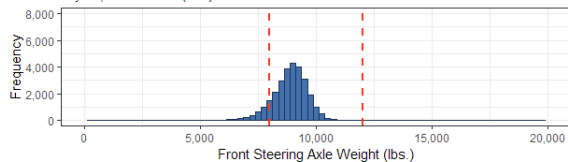
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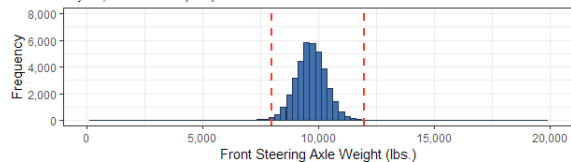
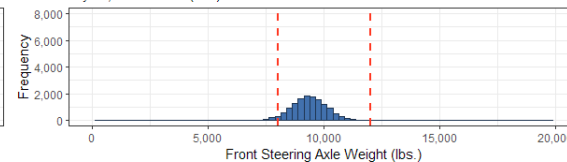
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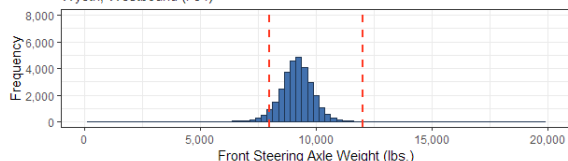
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Wyeth, Westbound (I-84)



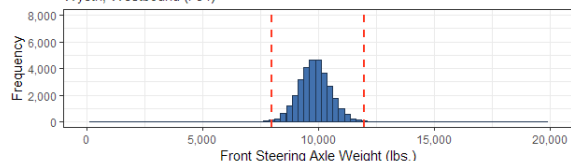
Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Wyeth, Westbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Wyeth, Westbound (I-84)

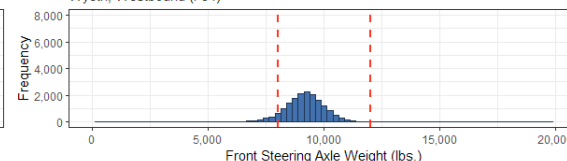
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Wyeth, Westbound (I-84)



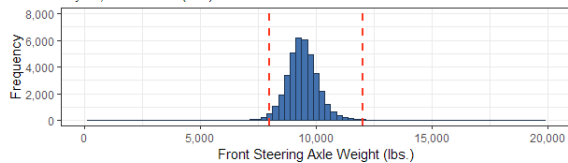
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Wyeth, Westbound (I-84)



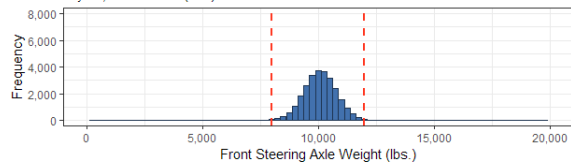
Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Wyeth, Westbound (I-84)



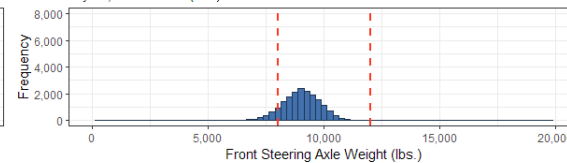
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Wyeth, Westbound (I-84)



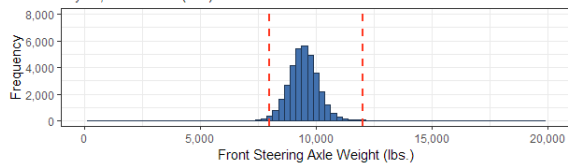
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Wyeth, Westbound (I-84)



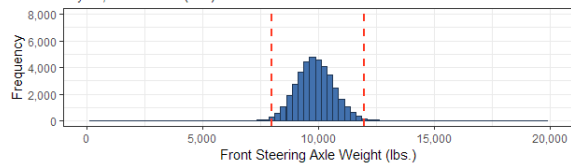
Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Wyeth, Westbound (I-84)



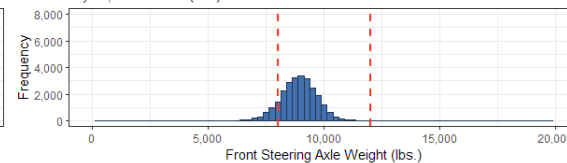
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Wyeth, Westbound (I-84)



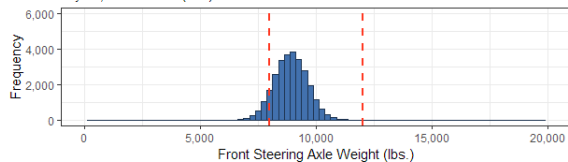
Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Wyeth, Westbound (I-84)



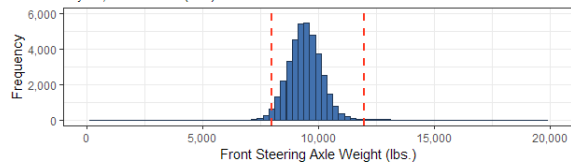
Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Wyeth, Westbound (I-84)



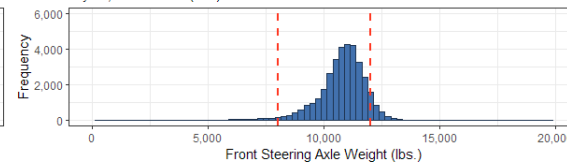
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Wyeth, Westbound (I-84)



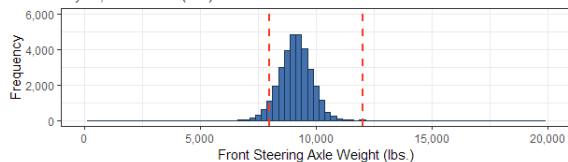
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Wyeth, Westbound (I-84)



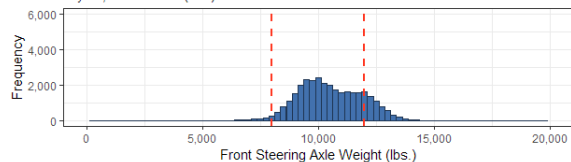
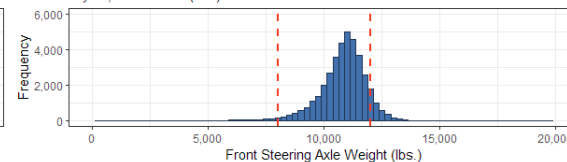
Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Wyeth, Westbound (I-84)



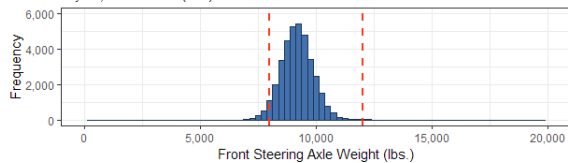
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Wyeth, Westbound (I-84)



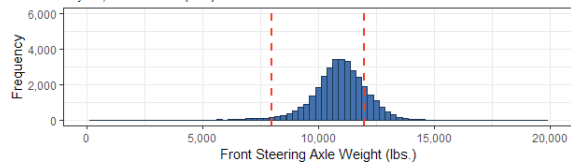
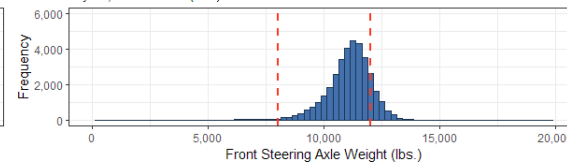
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Wyeth, Westbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Wyeth, Westbound (I-84)

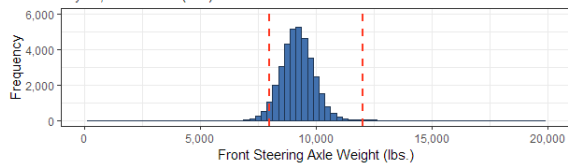
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Wyeth, Westbound (I-84)



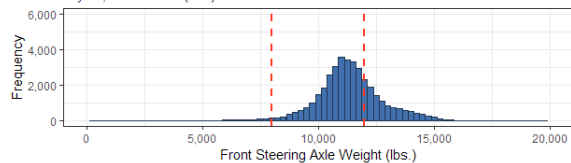
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Wyeth, Westbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Wyeth, Westbound (I-84)

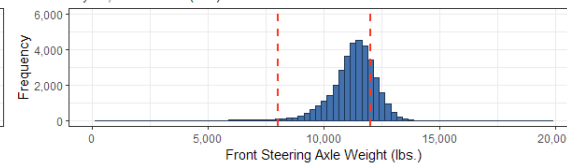
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Wyeth, Westbound (I-84)



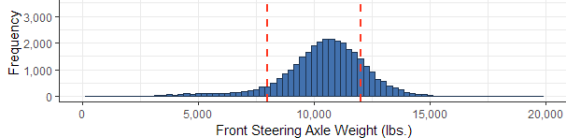
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Wyeth, Westbound (I-84)



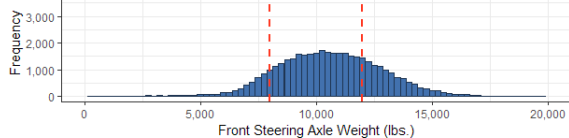
Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Wyeth, Westbound (I-84)



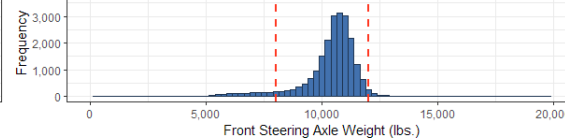
La Grande, Eastbound (I-84)



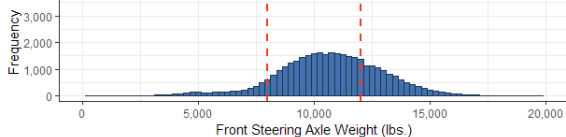
La Grande, Eastbound (I-84)



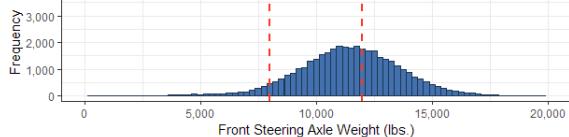
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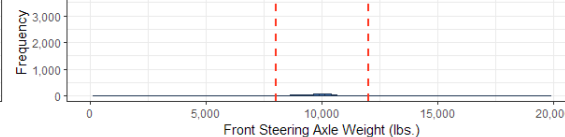
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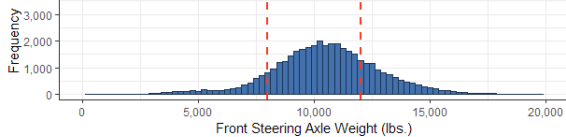
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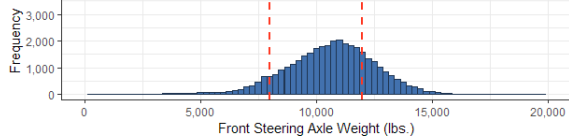
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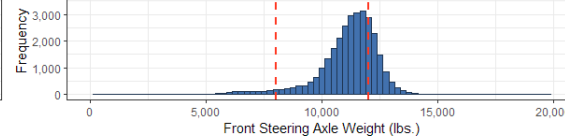
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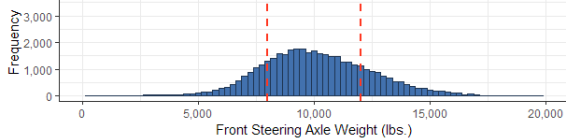
La Grande, Eastbound (I-84)



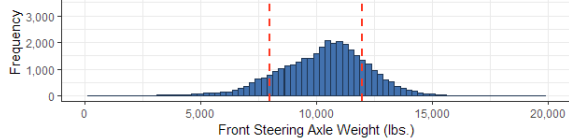
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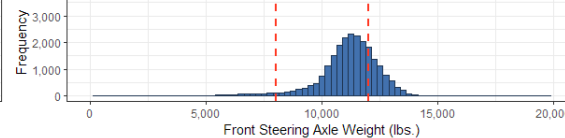
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La Grande, Eastbound (I-84)



La Grande, Eastbound (I-84)



La Grande, Eastbound (I-84)



La Grande, Eastbound (I-84)



La Grande, Eastbound (I-84)



La Grande, Eastbound (I-84)



La Grande, Eastbound (I-84)



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La Grande, Eastbound (I-84)



La Grande, Eastbound (I-84)



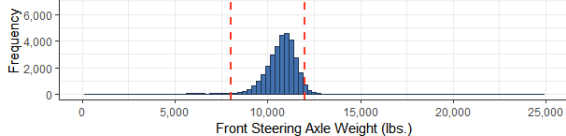
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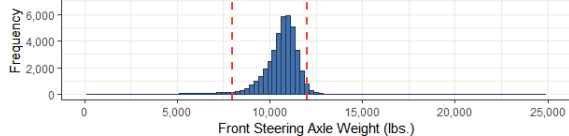
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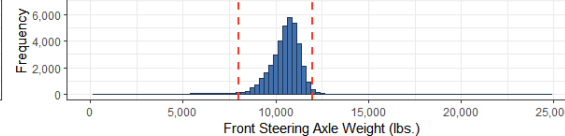
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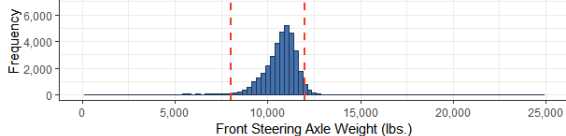
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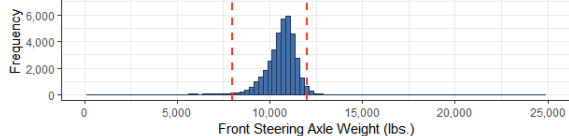
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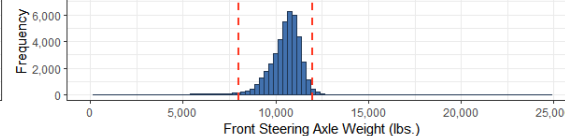
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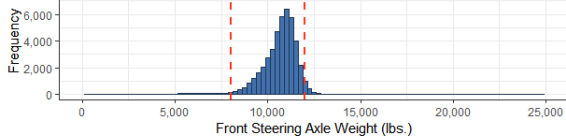
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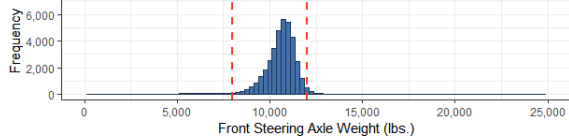
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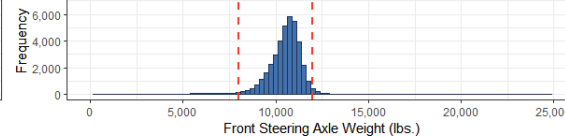
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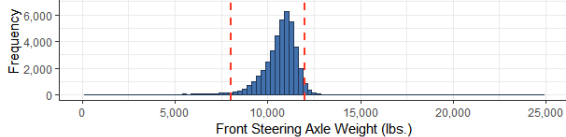
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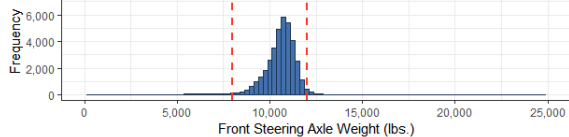
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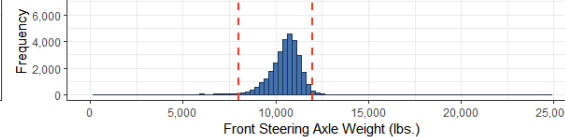
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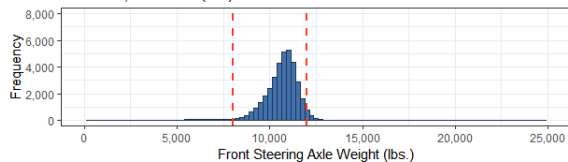
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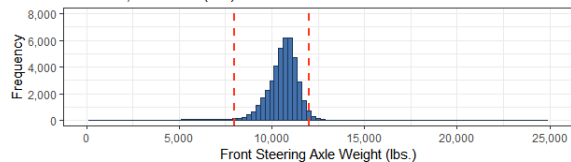
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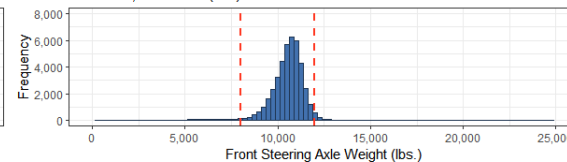
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
La Grande, Eastbound (I-84)



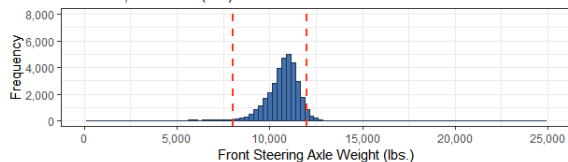
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
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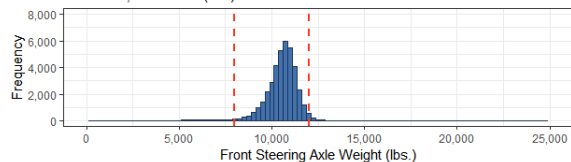
Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
La Grande, Eastbound (I-84)



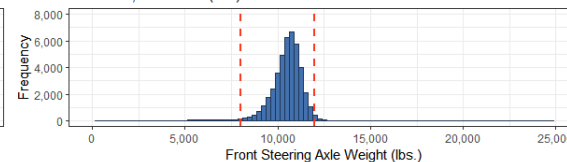
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
La Grande, Eastbound (I-84)



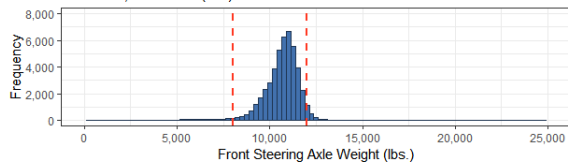
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
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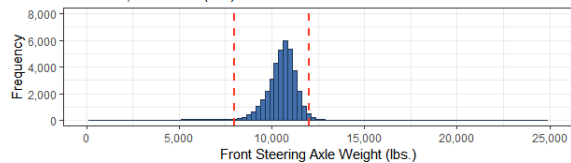
Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
La Grande, Eastbound (I-84)



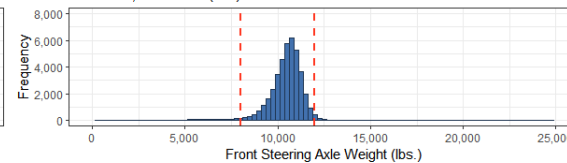
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
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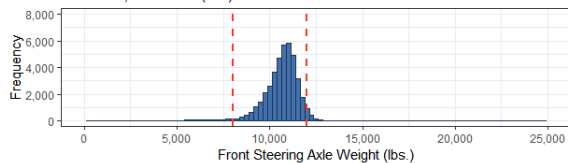
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
La Grande, Eastbound (I-84)



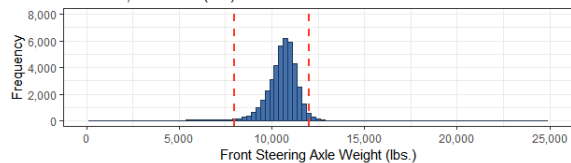
Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
La Grande, Eastbound (I-84)



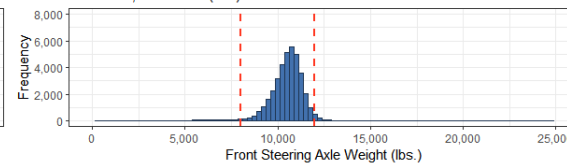
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
La Grande, Eastbound (I-84)



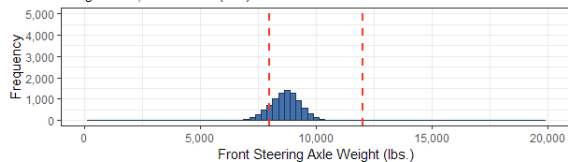
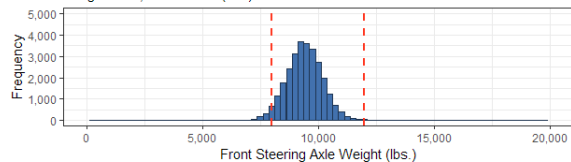
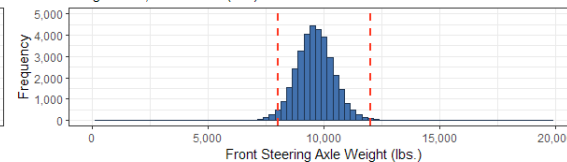
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
La Grande, Eastbound (I-84)



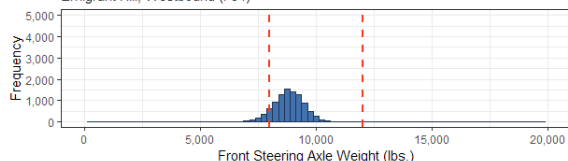
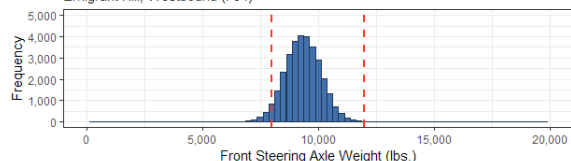
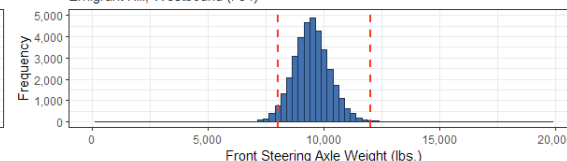
Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
La Grande, Eastbound (I-84)



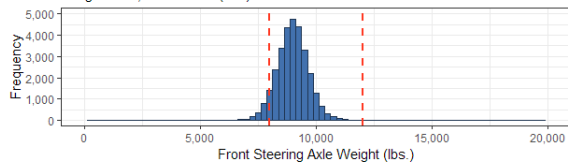
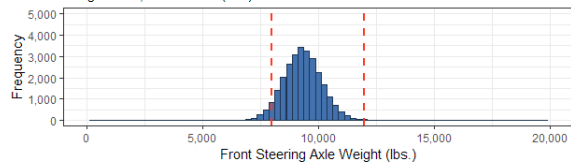
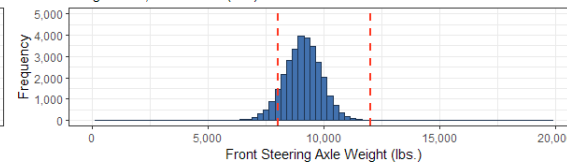
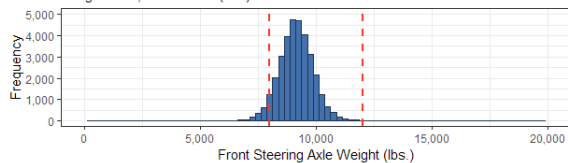
Steering Axle Weight for ODOT Class 11 Trucks in January, 2015
Emigrant Hill, Westbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in May, 2015
Emigrant Hill, Westbound (I-84)Steering Axle Weight for ODOT Class 11 Trucks in September, 2015
Emigrant Hill, Westbound (I-84)

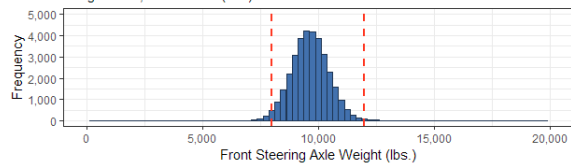
Steering Axle Weight for ODOT Class 11 Trucks in February, 2015
Emigrant Hill, Westbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in June, 2015
Emigrant Hill, Westbound (I-84)Steering Axle Weight for ODOT Class 11 Trucks in October, 2015
Emigrant Hill, Westbound (I-84)

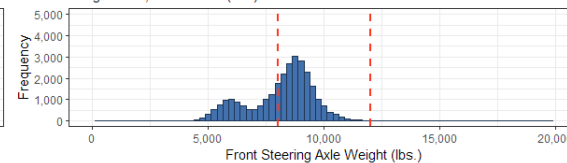
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Emigrant Hill, Westbound (I-84)

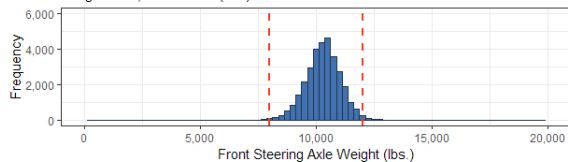
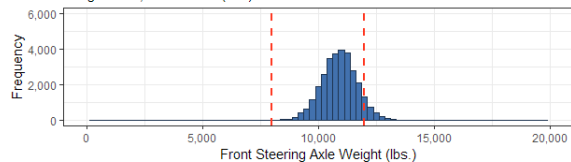
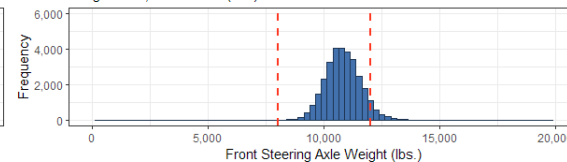
Steering Axle Weight for ODOT Class 11 Trucks in July, 2015
Emigrant Hill, Westbound (I-84)Steering Axle Weight for ODOT Class 11 Trucks in November, 2015
Emigrant Hill, Westbound (I-84)Steering Axle Weight for ODOT Class 11 Trucks in April, 2015
Emigrant Hill, Westbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in August, 2015
Emigrant Hill, Westbound (I-84)

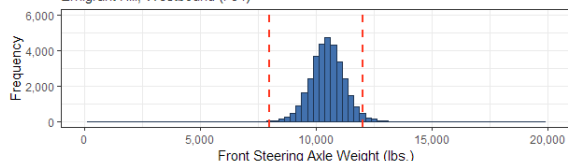
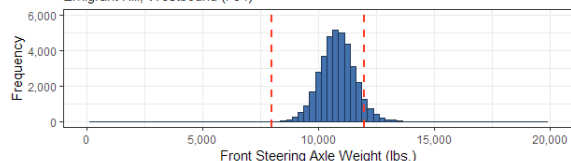


Steering Axle Weight for ODOT Class 11 Trucks in December, 2015
Emigrant Hill, Westbound (I-84)

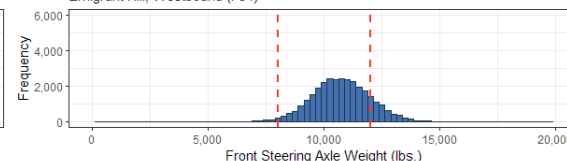


Steering Axle Weight for ODOT Class 11 Trucks in January, 2016
Emigrant Hill, Westbound (I-84)Steering Axle Weight for ODOT Class 11 Trucks in May, 2016
Emigrant Hill, Westbound (I-84)Steering Axle Weight for ODOT Class 11 Trucks in September, 2016
Emigrant Hill, Westbound (I-84)

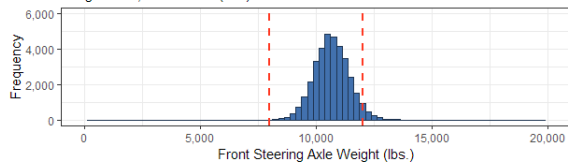
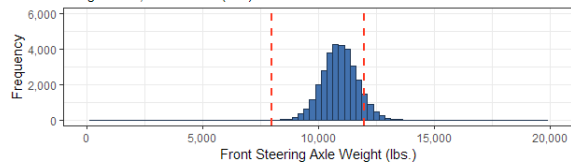
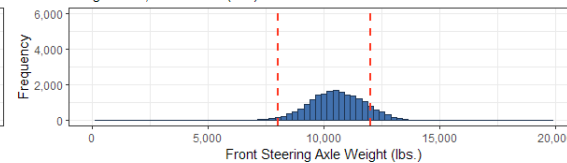
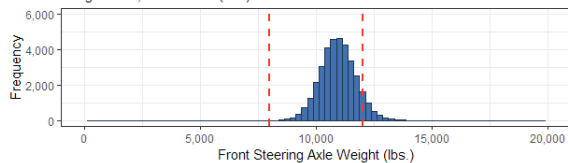
Steering Axle Weight for ODOT Class 11 Trucks in February, 2016
Emigrant Hill, Westbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in June, 2016
Emigrant Hill, Westbound (I-84)

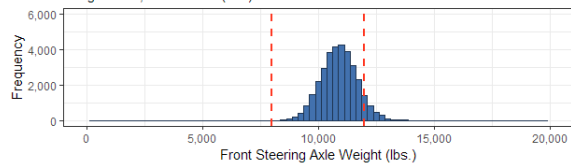
Steering Axle Weight for ODOT Class 11 Trucks in October, 2016
Emigrant Hill, Westbound (I-84)



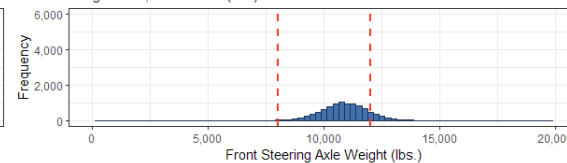
Steering Axle Weight for ODOT Class 11 Trucks in March, 2016
Emigrant Hill, Westbound (I-84)

Steering Axle Weight for ODOT Class 11 Trucks in July, 2016
Emigrant Hill, Westbound (I-84)Steering Axle Weight for ODOT Class 11 Trucks in November, 2016
Emigrant Hill, Westbound (I-84)Steering Axle Weight for ODOT Class 11 Trucks in April, 2016
Emigrant Hill, Westbound (I-84)

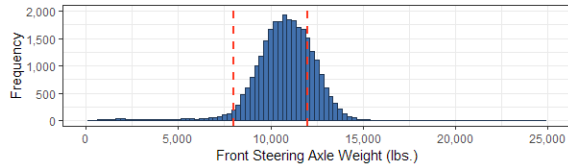
Steering Axle Weight for ODOT Class 11 Trucks in August, 2016
Emigrant Hill, Westbound (I-84)



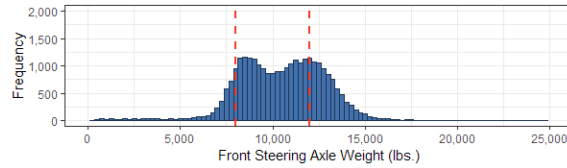
Steering Axle Weight for ODOT Class 11 Trucks in December, 2016
Emigrant Hill, Westbound (I-84)



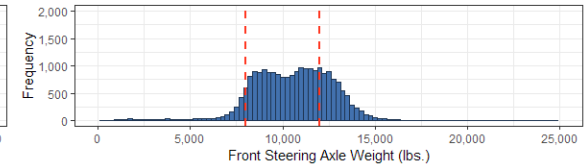
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Emigrant Hill, Westbound (I-84)



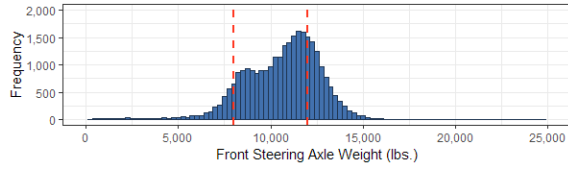
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Emigrant Hill, Westbound (I-84)



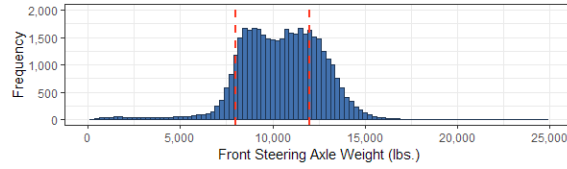
Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Emigrant Hill, Westbound (I-84)



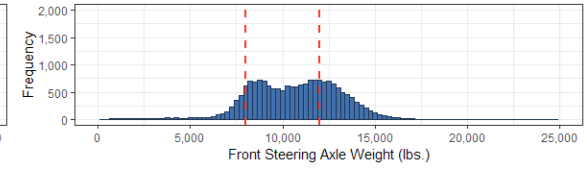
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Emigrant Hill, Westbound (I-84)



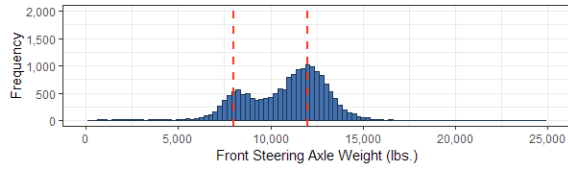
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Emigrant Hill, Westbound (I-84)



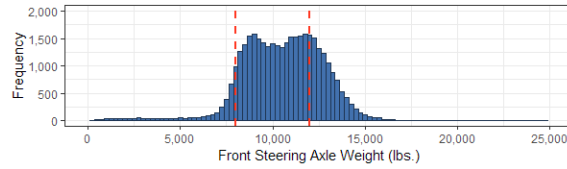
Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Emigrant Hill, Westbound (I-84)



Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Emigrant Hill, Westbound (I-84)



Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Emigrant Hill, Westbound (I-84)



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Emigrant Hill, Westbound (I-84)



Emigrant Hill, Westbound (I-84)



Emigrant Hill, Westbound (I-84)



Emigrant Hill, Westbound (I-84)



A histogram showing the frequency distribution of front steering axle weights in pounds. The x-axis is labeled 'Front Steering Axle Weight (lbs.)' and ranges from 0 to 25,000 with major ticks every 5,000 units. The y-axis is labeled 'Frequency' and ranges from 0 to 10,000 with major ticks every 2,500 units. The data is represented by blue bars, forming a bell-shaped curve centered around 8,000 lbs. Two vertical dashed red lines are drawn at approximately 7,500 lbs. and 11,000 lbs., indicating the 5th and 95th percentiles respectively.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 9,000 lbs. Two vertical dashed red lines represent the control limits, located at approximately 7,500 lbs. and 10,500 lbs. The data is concentrated between 5,000 and 15,000 lbs., with a peak frequency of about 7,500.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The data is concentrated between approximately 5,000 and 12,500 lbs. The distribution is roughly bell-shaped but slightly right-skewed. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 11,500 lbs. The peak frequency is approximately 7,500.

A histogram showing the frequency distribution of front steering axle weight in pounds. The x-axis is labeled 'Front Steering Axle Weight (lbs.)' and ranges from 0 to 25,000 with major ticks every 5,000 units. The y-axis is labeled 'Frequency' and ranges from 0 to 10,000 with major ticks every 2,500 units. The histogram consists of blue bars. The distribution is centered around 8,000 lbs., with a peak frequency of approximately 7,500. Two vertical dashed red lines are drawn at 7,500 lbs. and 10,000 lbs., indicating the 5th and 95th percentiles respectively.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 8,500 lbs. Two vertical dashed red lines represent the control limits, located at approximately 7,000 lbs. and 10,000 lbs. The data is concentrated between 5,000 and 12,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500 units. The data is concentrated between approximately 7,500 and 12,500 lbs. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 12,500 lbs., defining a central region of the distribution.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500 units. The data is concentrated between approximately 5,000 and 12,500 lbs. The distribution is roughly bell-shaped but slightly right-skewed. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 12,500 lbs., marking the boundaries of the 95% confidence interval.

A histogram showing the frequency distribution of front steering axle weight in pounds. The x-axis is labeled 'Front Steering Axle Weight (lbs.)' and ranges from 0 to 25,000 with major ticks every 5,000 units. The y-axis is labeled 'Frequency' and ranges from 0 to 10,000 with major ticks every 2,500 units. The histogram consists of blue bars. The distribution is roughly bell-shaped, centered around 8,000 lbs. There are two vertical dashed red lines: one at approximately 7,500 lbs. and another at approximately 11,500 lbs. The peak frequency is approximately 7,500.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500 units. The data is represented by blue bars, forming a bell-shaped curve centered around 8,000 lbs. Two vertical dashed red lines are drawn at approximately 7,500 lbs. and 12,500 lbs., indicating the specification limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The data is concentrated between 5,000 and 15,000 lbs. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 12,500 lbs. The peak frequency is around 9,000 at approximately 9,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The data is represented by blue bars, forming a bell-shaped curve centered around 8,000 lbs. Two vertical dashed red lines are drawn at approximately 7,000 lbs. and 11,000 lbs., indicating the specification limits.

A histogram showing the frequency distribution of front steering axle weight in pounds. The x-axis is labeled 'Front Steering Axle Weight (lbs.)' and ranges from 0 to 25,000 with major ticks every 5,000 units. The y-axis is labeled 'Frequency' and ranges from 0 to 10,000 with major ticks every 2,500 units. The data is represented by blue vertical bars, forming a bell-shaped curve centered around 8,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs. The peak frequency is approximately 7,500.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram, centered around 8,000 lbs. Two vertical dashed red lines are drawn at approximately 7,500 lbs. and 12,000 lbs., representing the 5th and 95th percentiles of the normal distribution.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram, centered around 7,500 lbs. Two vertical dashed red lines are present: one at approximately 7,500 lbs. (coinciding with the mean of the distribution) and another at approximately 12,500 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500 units. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 8,000 lbs. Two vertical dashed red lines represent the control limits: the Lower Control Limit (LCL) at approximately 6,000 lbs. and the Upper Control Limit (UCL) at approximately 12,000 lbs. The data distribution is centered between these limits, with most of the data falling within the specification limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The data is centered around 7,500 lbs., with a peak frequency of approximately 7,500. Two vertical dashed red lines are present: one at approximately 7,500 lbs. and another at approximately 12,500 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram, centered around 8,000 lbs. Two vertical dashed red lines are present: one at approximately 7,500 lbs. and another at approximately 12,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The data is represented by blue bars, forming a bell-shaped curve centered around 8,000 lbs. Two vertical dashed red lines are present: one at approximately 8,500 lbs. and another at approximately 12,000 lbs.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500 units. The data is represented by blue bars, forming a bell-shaped curve centered around 8,000 lbs. A solid red vertical line is drawn at approximately 7,500 lbs., and a dashed red vertical line is drawn at approximately 12,000 lbs.

A histogram showing the frequency distribution of front steering axle weights in pounds. The x-axis is labeled 'Front Steering Axle Weight (lbs.)' and ranges from 0 to 20,000 with major ticks every 5,000 units. The y-axis is labeled 'Frequency' and ranges from 0 to 10,000 with major ticks every 2,500 units. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered around 7,500 lbs. A vertical dashed red line is drawn at 12,000 lbs, which is to the right of the distribution's peak.

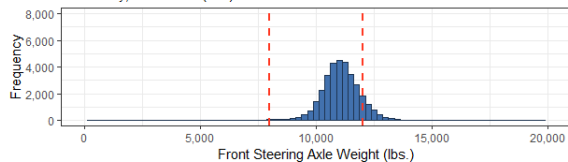
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500 units. The data is represented by blue bars, forming a bell-shaped curve centered around 11,000 lbs. Two vertical dashed red lines are drawn at approximately 8,500 lbs. and 13,500 lbs., indicating the specification limits. The majority of the data falls within these limits.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500 units. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram, centered around 8,000 lbs. A vertical dashed red line is drawn at 12,000 lbs., which is to the right of the distribution's peak.

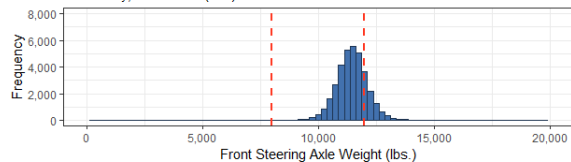
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram, centered at approximately 7,500 lbs. Two vertical dashed red lines are drawn at approximately 7,500 lbs. and 12,500 lbs., representing the mean and standard deviation (plus one standard deviation) of the fitted normal distribution.

A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 20,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 10,000 with major ticks every 2,500. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered at approximately 10,500 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 13,000 lbs., representing the control limits.

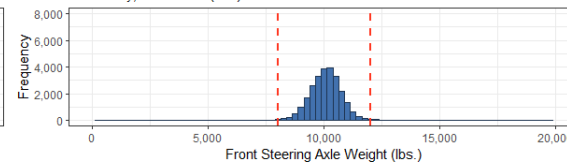
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Olds Ferry, Eastbound (I-84)



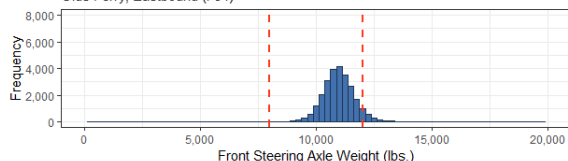
Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Olds Ferry, Eastbound (I-84)



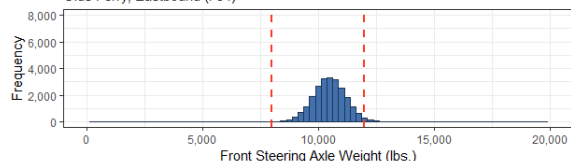
Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Olds Ferry, Eastbound (I-84)



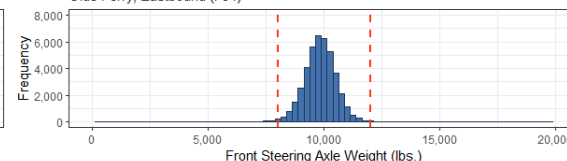
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Olds Ferry, Eastbound (I-84)



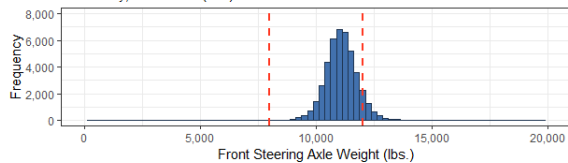
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Olds Ferry, Eastbound (I-84)



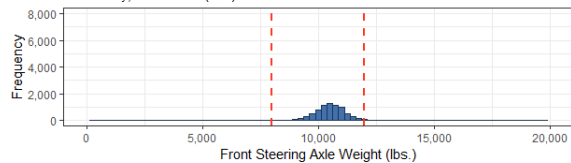
Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Olds Ferry, Eastbound (I-84)



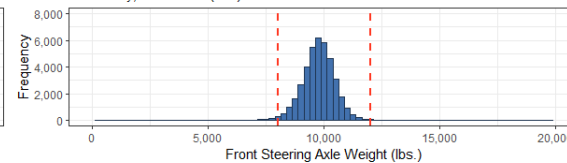
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Olds Ferry, Eastbound (I-84)



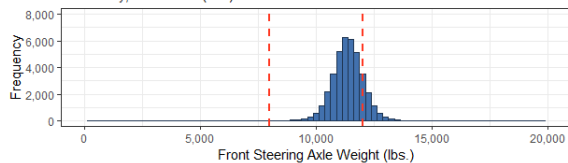
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Olds Ferry, Eastbound (I-84)



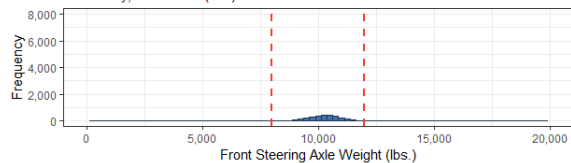
Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Olds Ferry, Eastbound (I-84)



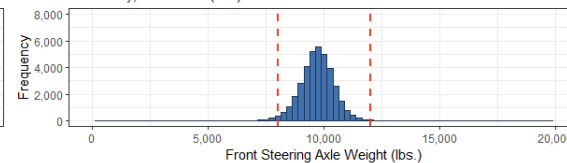
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Olds Ferry, Eastbound (I-84)



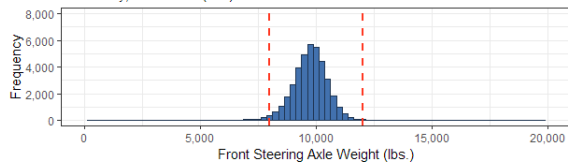
Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Olds Ferry, Eastbound (I-84)



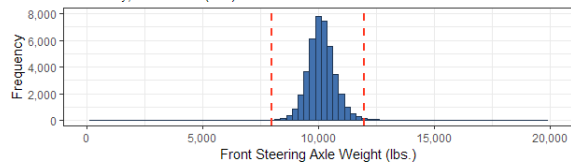
Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Olds Ferry, Eastbound (I-84)



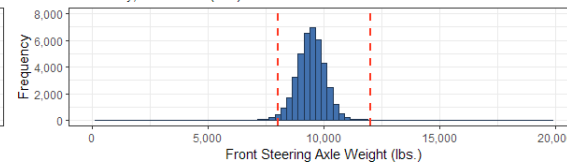
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Olds Ferry, Eastbound (I-84)



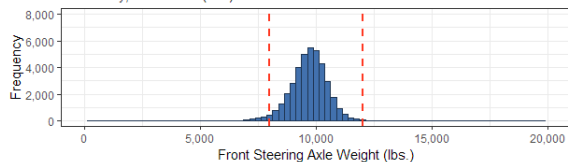
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Olds Ferry, Eastbound (I-84)



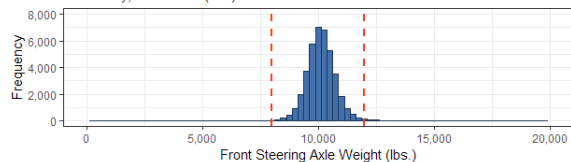
Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Olds Ferry, Eastbound (I-84)



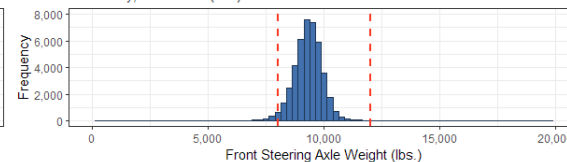
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Olds Ferry, Eastbound (I-84)



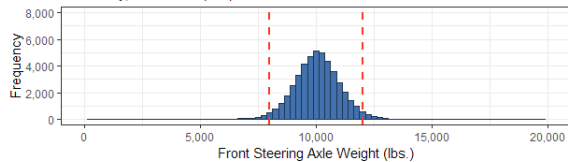
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Olds Ferry, Eastbound (I-84)



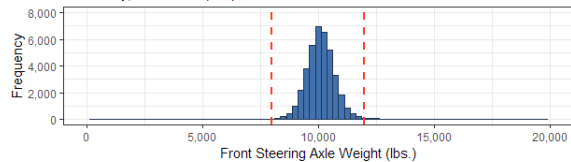
Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Olds Ferry, Eastbound (I-84)



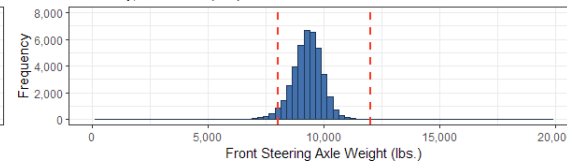
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Olds Ferry, Eastbound (I-84)



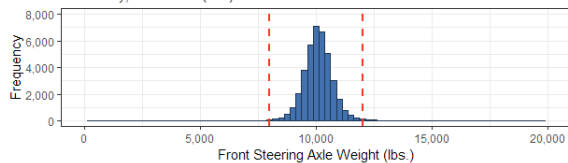
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Olds Ferry, Eastbound (I-84)



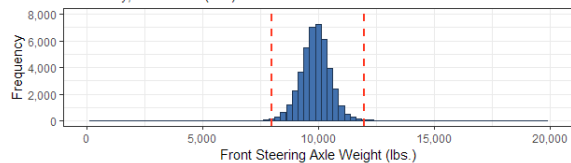
Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Olds Ferry, Eastbound (I-84)



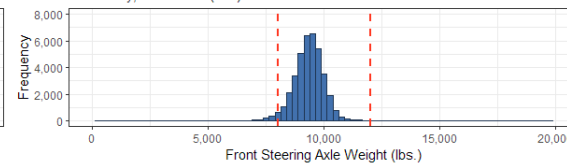
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Olds Ferry, Eastbound (I-84)



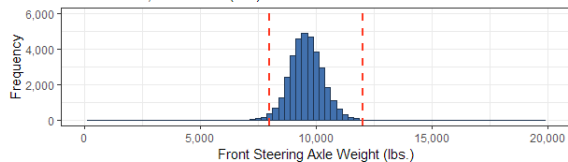
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Olds Ferry, Eastbound (I-84)



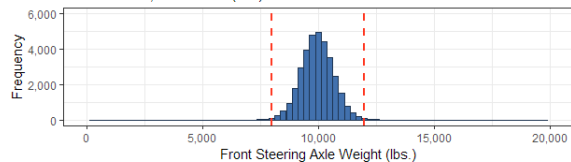
Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Olds Ferry, Eastbound (I-84)



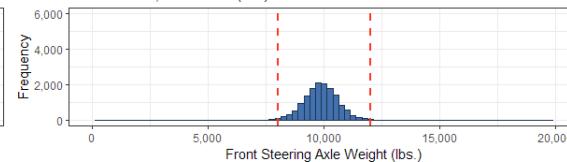
Steering Axle Weight for ODOT Class 11 Trucks in January, 2015
Farewell Bend, Westbound (I-84)



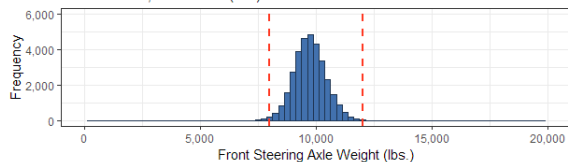
Steering Axle Weight for ODOT Class 11 Trucks in May, 2015
Farewell Bend, Westbound (I-84)



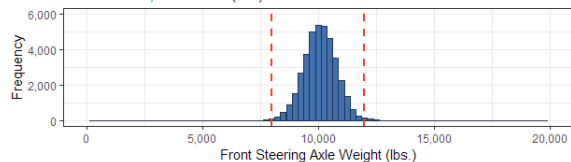
Steering Axle Weight for ODOT Class 11 Trucks in September, 2015
Farewell Bend, Westbound (I-84)



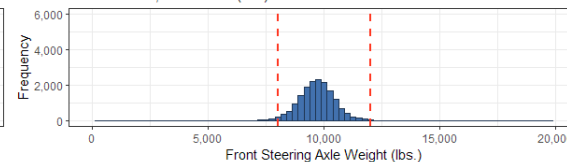
Steering Axle Weight for ODOT Class 11 Trucks in February, 2015
Farewell Bend, Westbound (I-84)



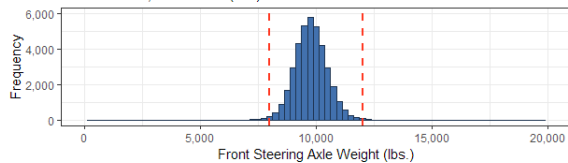
Steering Axle Weight for ODOT Class 11 Trucks in June, 2015
Farewell Bend, Westbound (I-84)



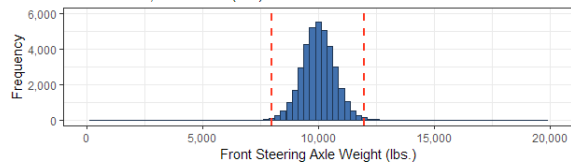
Steering Axle Weight for ODOT Class 11 Trucks in October, 2015
Farewell Bend, Westbound (I-84)



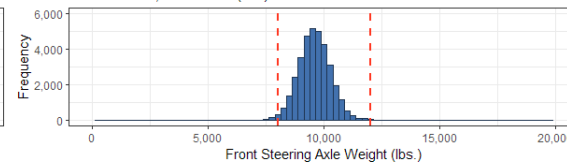
Steering Axle Weight for ODOT Class 11 Trucks in March, 2015
Farewell Bend, Westbound (I-84)



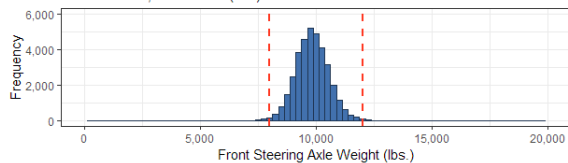
Steering Axle Weight for ODOT Class 11 Trucks in July, 2015
Farewell Bend, Westbound (I-84)



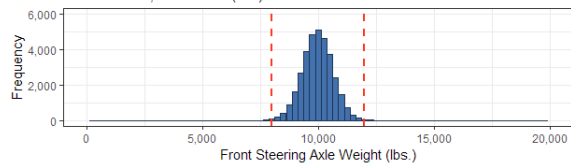
Steering Axle Weight for ODOT Class 11 Trucks in November, 2015
Farewell Bend, Westbound (I-84)



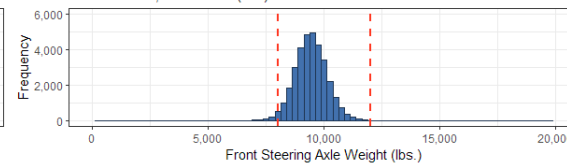
Steering Axle Weight for ODOT Class 11 Trucks in April, 2015
Farewell Bend, Westbound (I-84)



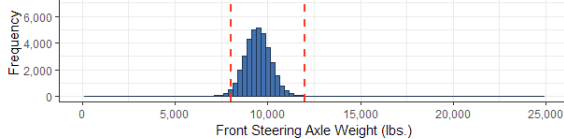
Steering Axle Weight for ODOT Class 11 Trucks in August, 2015
Farewell Bend, Westbound (I-84)



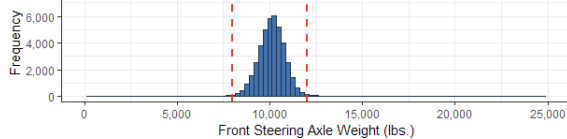
Steering Axle Weight for ODOT Class 11 Trucks in December, 2015
Farewell Bend, Westbound (I-84)



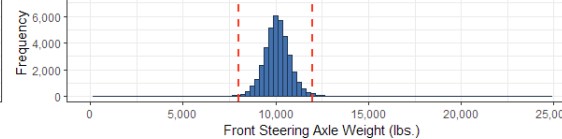
Farewell Bend, Westbound (I-84)



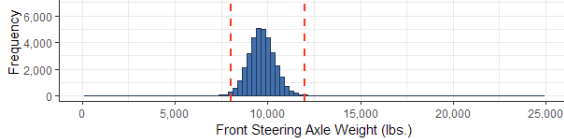
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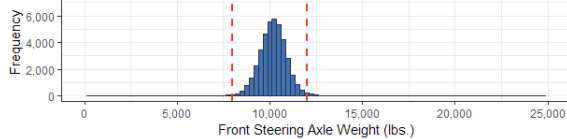
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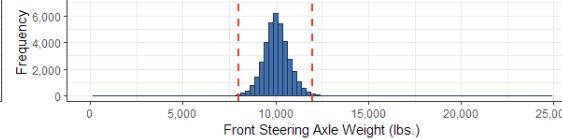
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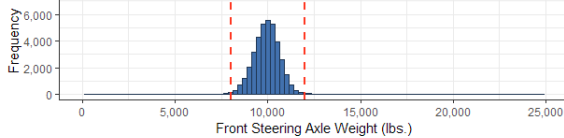
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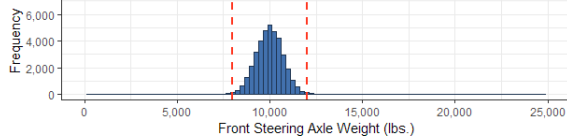
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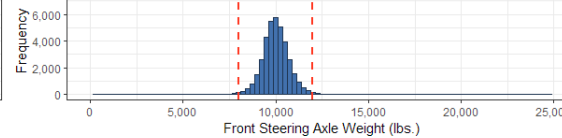
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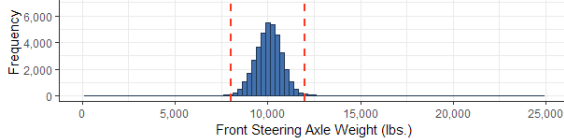
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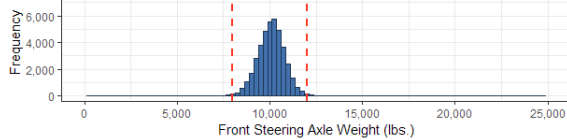
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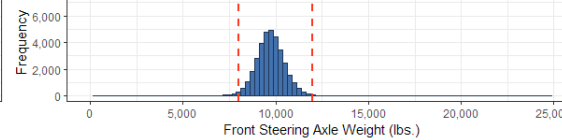
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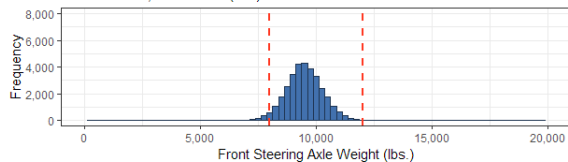
Farewell Bend, Westbound (I-84)



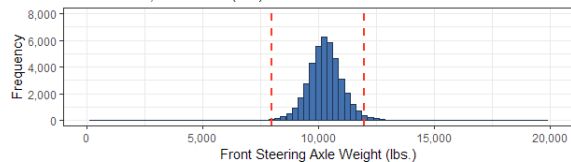
Farewell Bend, Westbound (I-84)



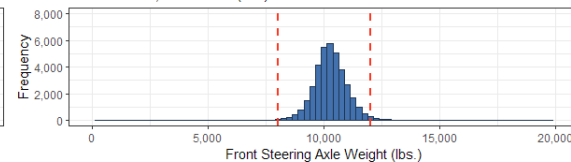
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Farewell Bend, Westbound (I-84)



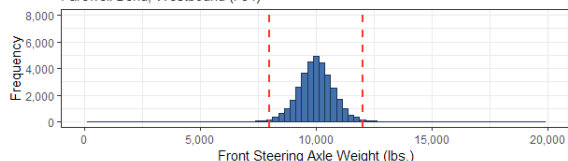
Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Farewell Bend, Westbound (I-84)



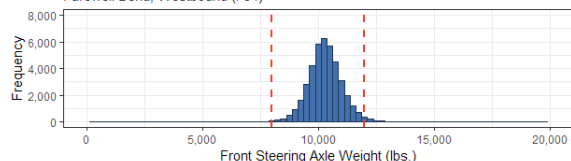
Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Farewell Bend, Westbound (I-84)



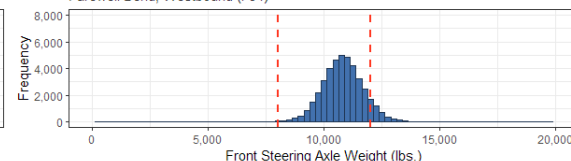
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Farewell Bend, Westbound (I-84)



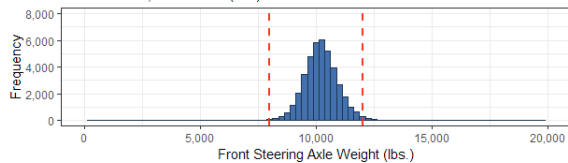
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Farewell Bend, Westbound (I-84)



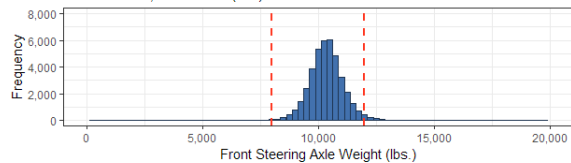
Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Farewell Bend, Westbound (I-84)



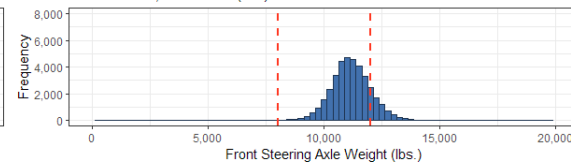
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Farewell Bend, Westbound (I-84)



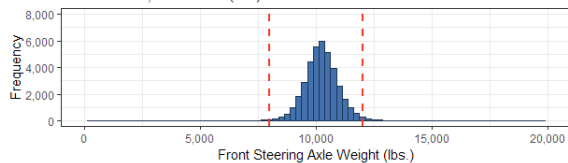
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Farewell Bend, Westbound (I-84)



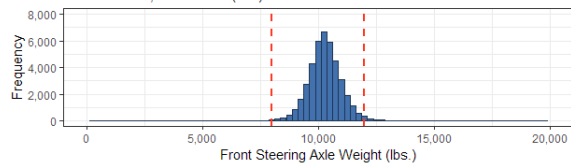
Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Farewell Bend, Westbound (I-84)



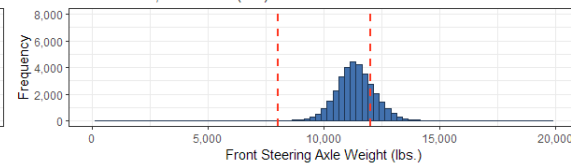
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Farewell Bend, Westbound (I-84)



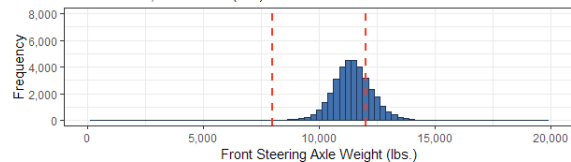
Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Farewell Bend, Westbound (I-84)



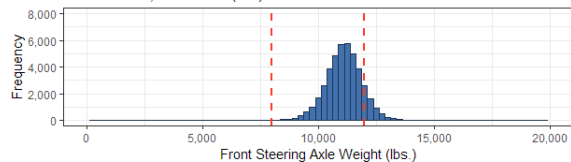
Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Farewell Bend, Westbound (I-84)



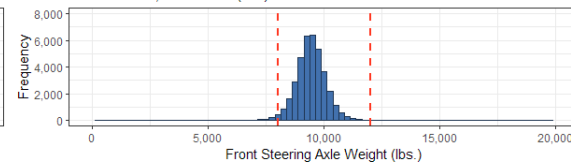
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Farewell Bend, Westbound (I-84)



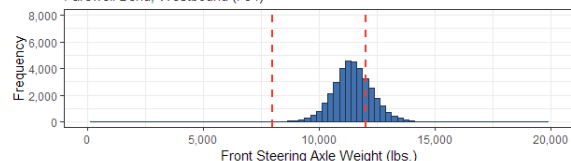
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Farewell Bend, Westbound (I-84)



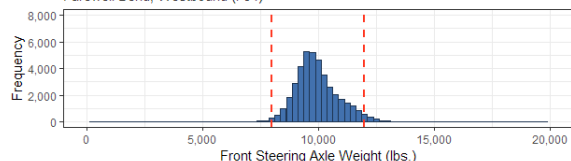
Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Farewell Bend, Westbound (I-84)



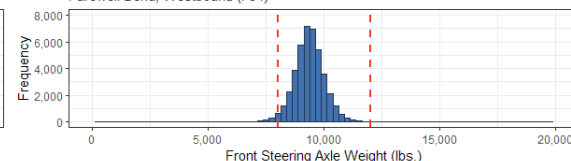
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Farewell Bend, Westbound (I-84)



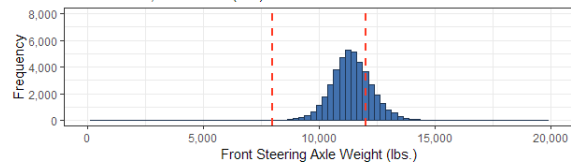
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Farewell Bend, Westbound (I-84)



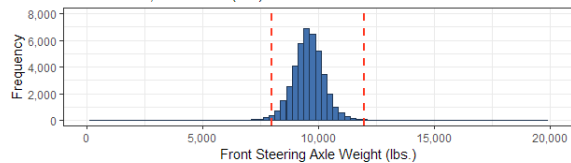
Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Farewell Bend, Westbound (I-84)



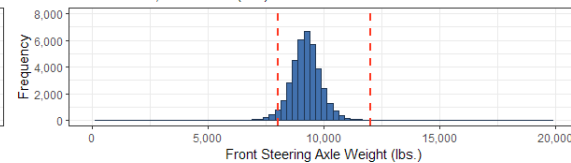
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Farewell Bend, Westbound (I-84)



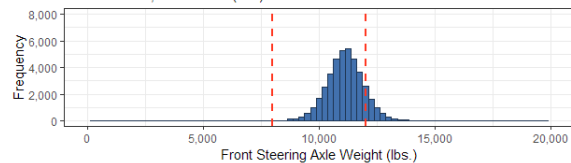
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Farewell Bend, Westbound (I-84)



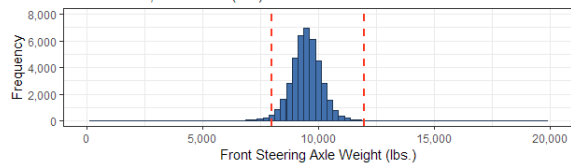
Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Farewell Bend, Westbound (I-84)



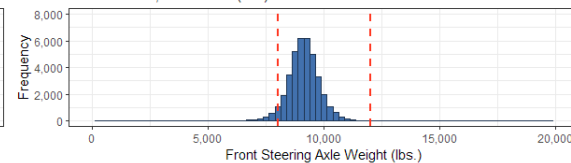
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Farewell Bend, Westbound (I-84)



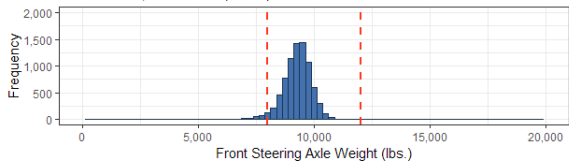
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Farewell Bend, Westbound (I-84)



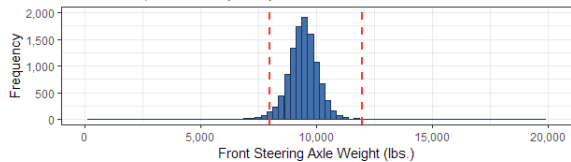
Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Farewell Bend, Westbound (I-84)



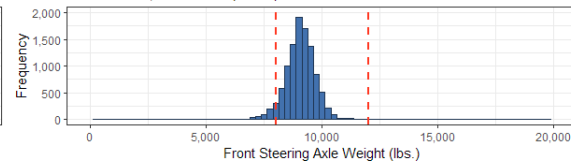
Klamath Falls, Northbound (US-97)



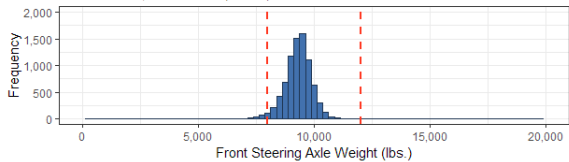
Klamath Falls, Northbound (US-97)



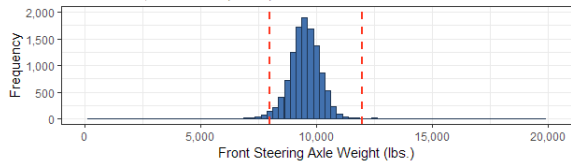
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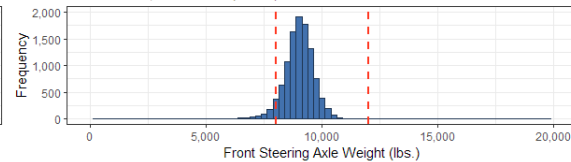
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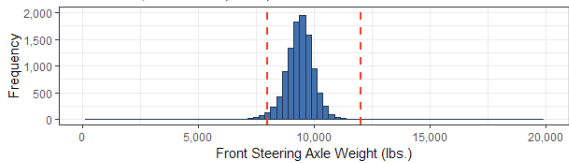
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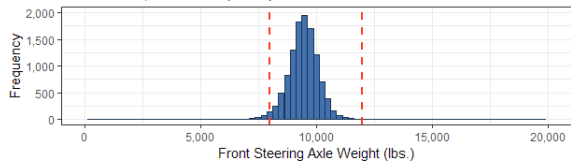
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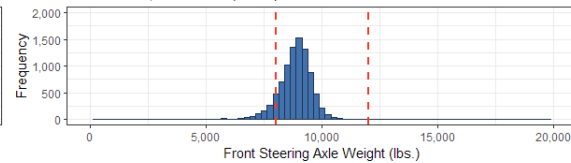
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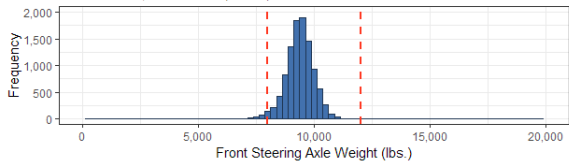
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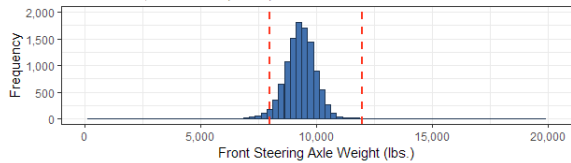
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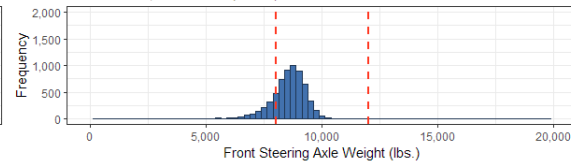
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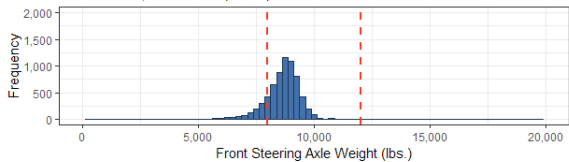
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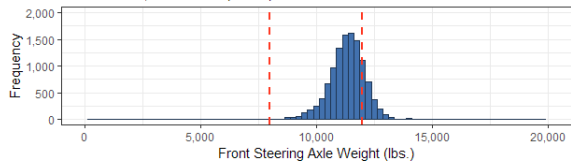
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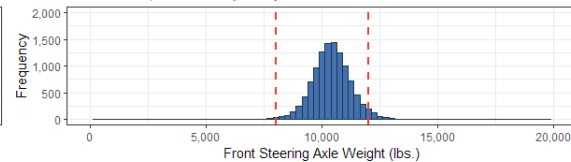
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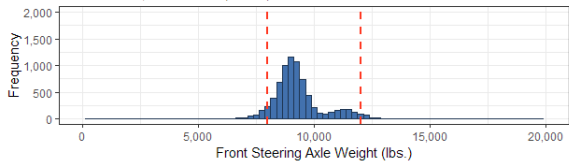
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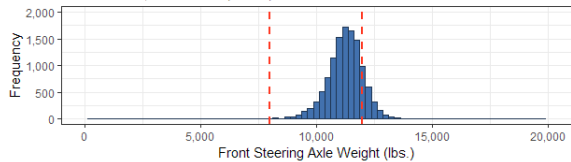
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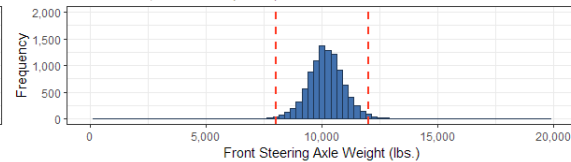
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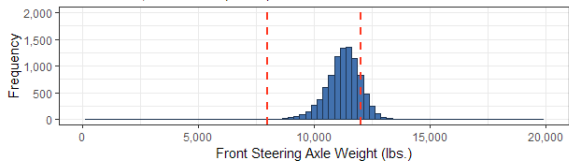
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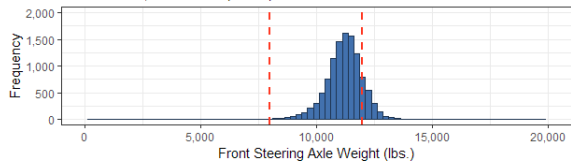
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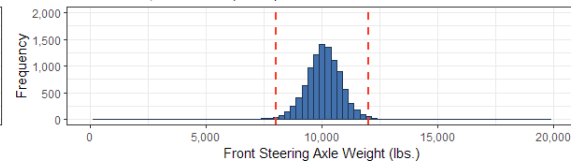
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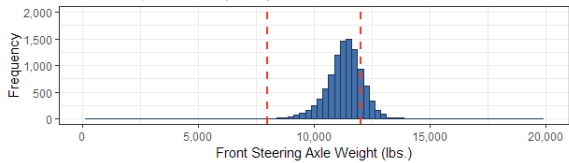
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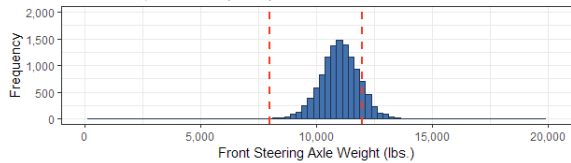
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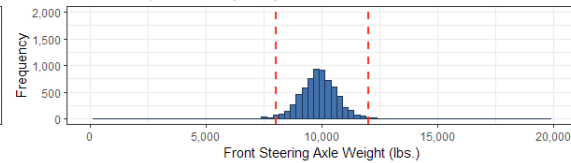
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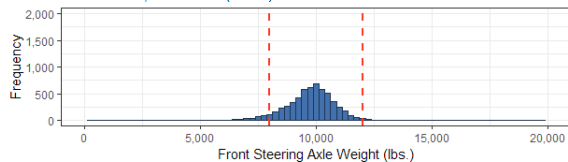
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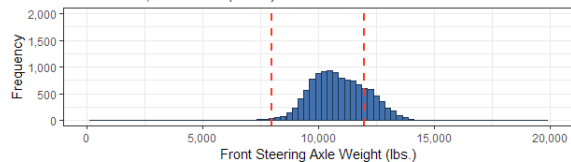
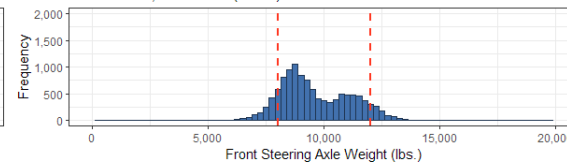
Klamath Falls, Northbound (US-97)



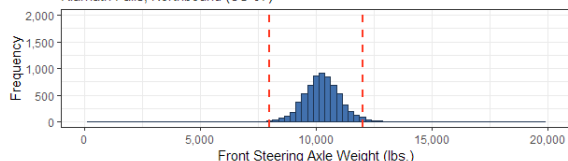
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Klamath Falls, Northbound (US-97)



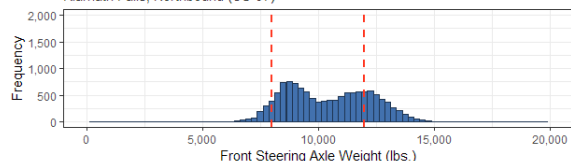
Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Klamath Falls, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Klamath Falls, Northbound (US-97)

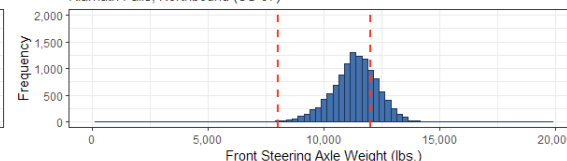
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Klamath Falls, Northbound (US-97)



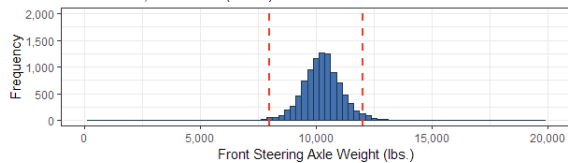
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Klamath Falls, Northbound (US-97)



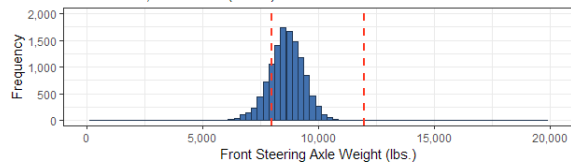
Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Klamath Falls, Northbound (US-97)



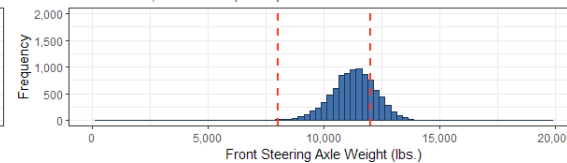
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Klamath Falls, Northbound (US-97)



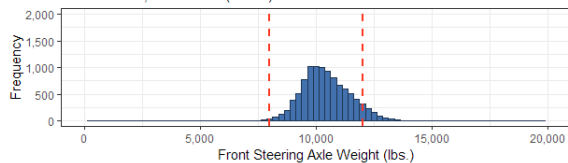
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Klamath Falls, Northbound (US-97)



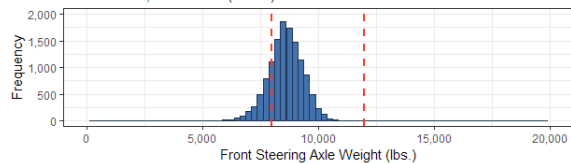
Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Klamath Falls, Northbound (US-97)



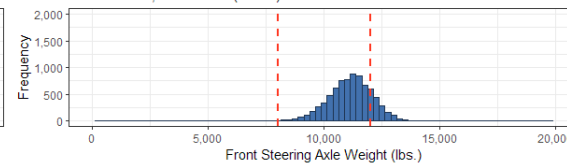
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Klamath Falls, Northbound (US-97)



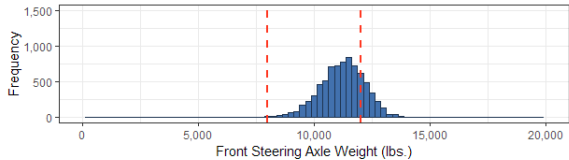
Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Klamath Falls, Northbound (US-97)



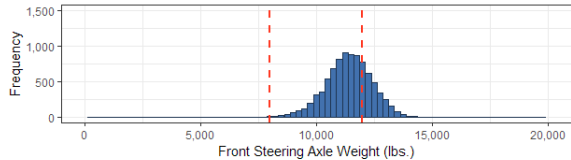
Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Klamath Falls, Northbound (US-97)



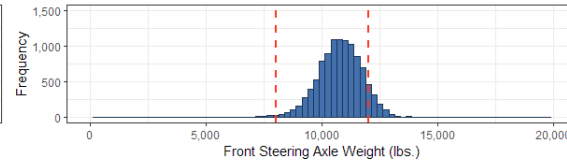
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Klamath Falls, Northbound (US-97)



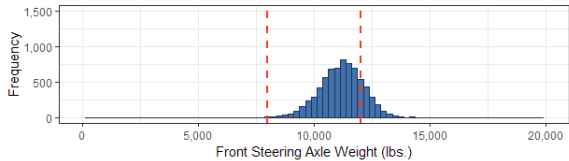
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Klamath Falls, Northbound (US-97)



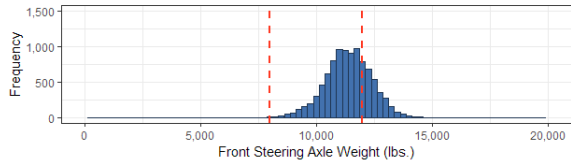
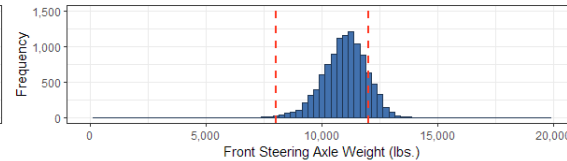
Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Klamath Falls, Northbound (US-97)



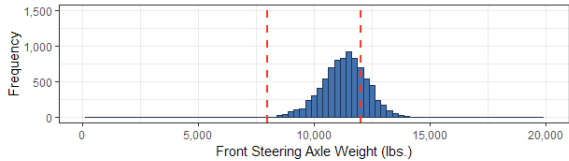
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Klamath Falls, Northbound (US-97)



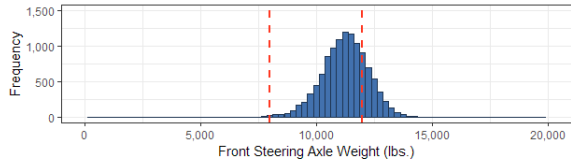
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Klamath Falls, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Klamath Falls, Northbound (US-97)

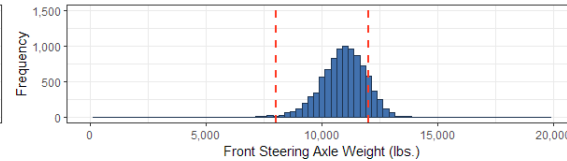
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Klamath Falls, Northbound (US-97)



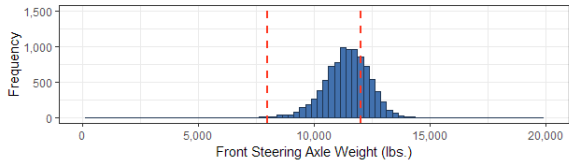
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Klamath Falls, Northbound (US-97)



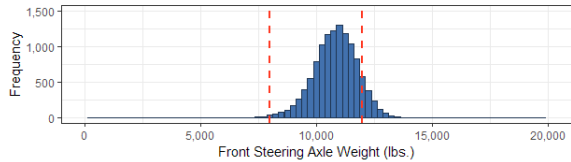
Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Klamath Falls, Northbound (US-97)



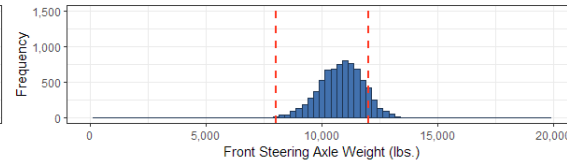
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Klamath Falls, Northbound (US-97)



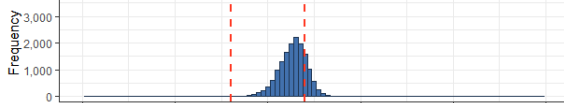
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Klamath Falls, Northbound (US-97)



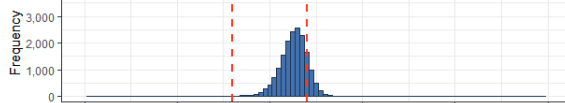
Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Klamath Falls, Northbound (US-97)



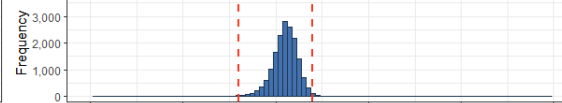
Klamath Falls, Southbound (US-97)



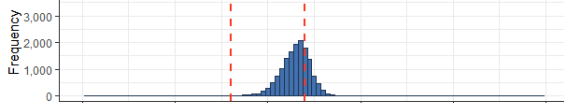
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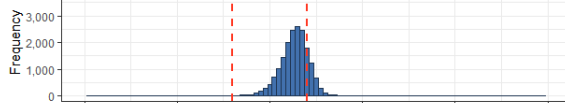
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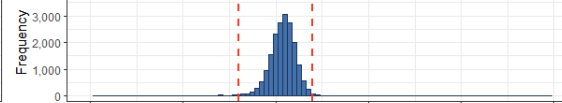
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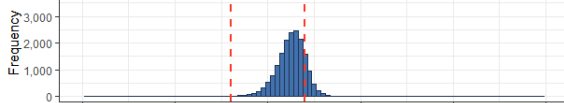
Klamath Falls, Southbound (US-97)



Klamath Falls, Southbound (US-97)



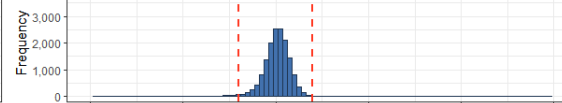
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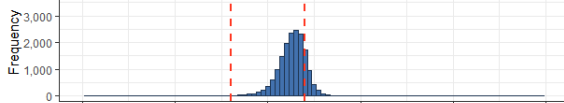
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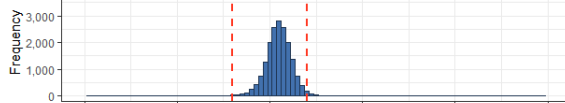
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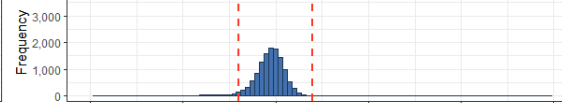
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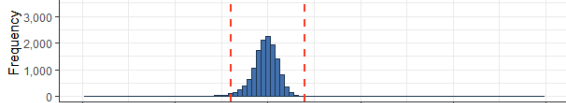
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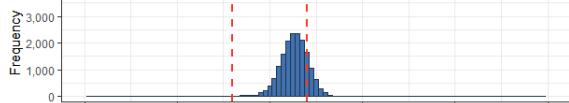
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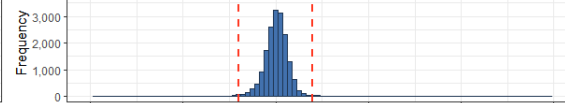
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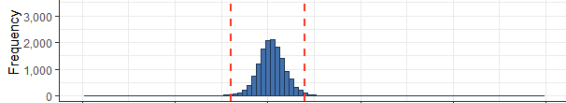
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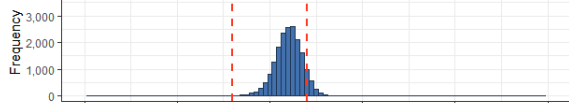
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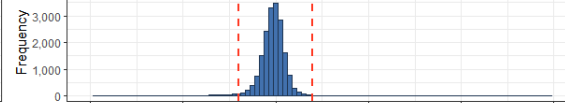
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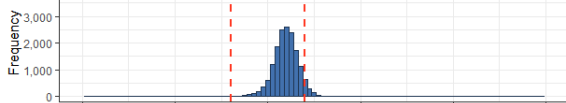
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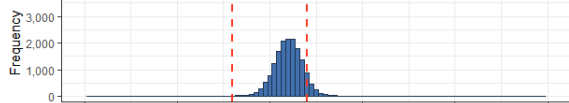
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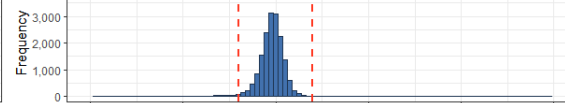
Klamath Falls, Southbound (US-97)



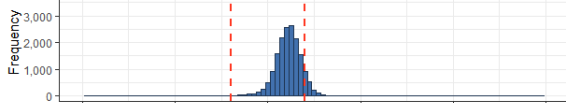
Klamath Falls, Southbound (US-97)



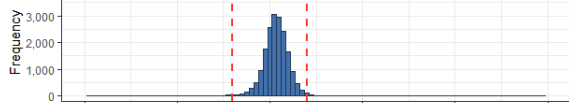
Klamath Falls, Southbound (US-97)



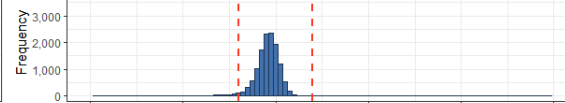
Klamath Falls, Southbound (US-97)



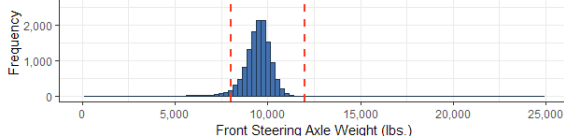
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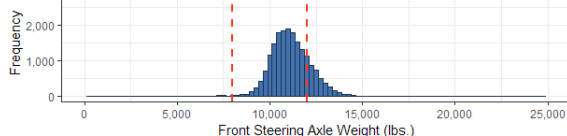
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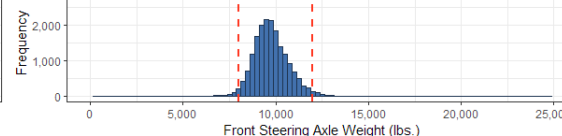
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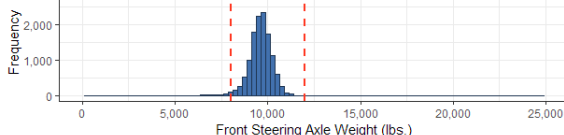
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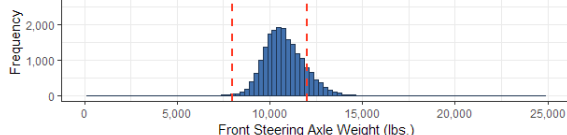
Klamath Falls, Southbound (US-97)



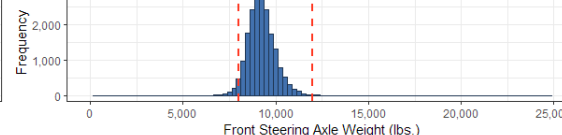
Klamath Falls, Southbound (US-97)



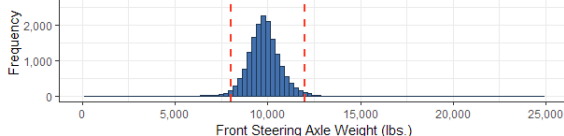
Klamath Falls, Southbound (US-97)



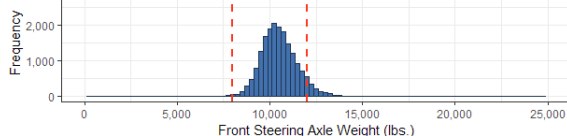
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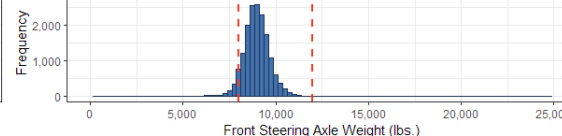
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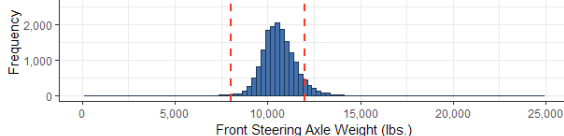
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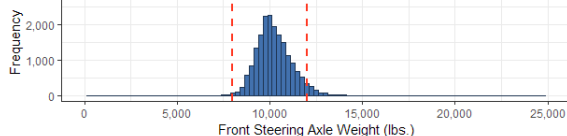
Klamath Falls, Southbound (US-97)



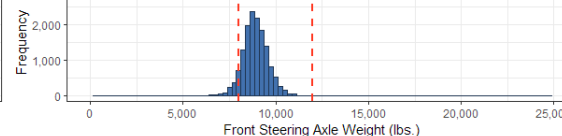
Klamath Falls, Southbound (US-97)



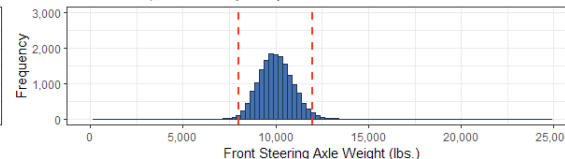
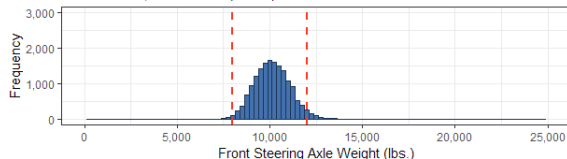
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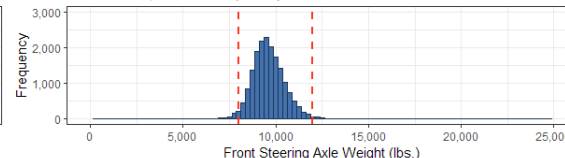
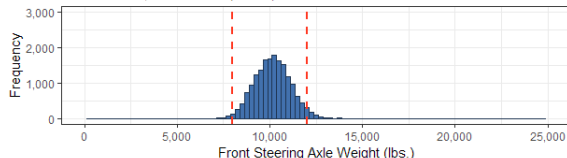
Klamath Falls, Southbound (US-97)



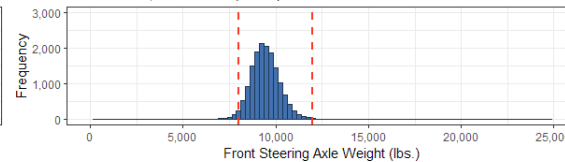
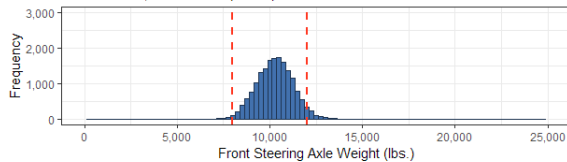
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 3,000 with major ticks every 1,000. The histogram bars are blue. A red normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. Two vertical dashed red lines are positioned at approximately 7,500 lbs. and 12,500 lbs., representing the 95% confidence interval.



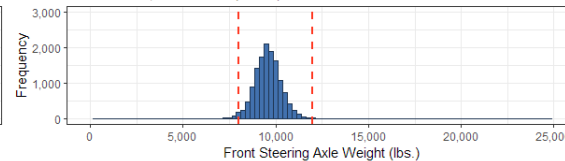
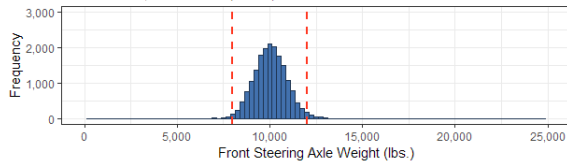
A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 3,000 with major ticks every 1,000. The histogram bars are blue. A normal distribution curve is overlaid on the histogram, centered around 10,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs., representing the control limits.

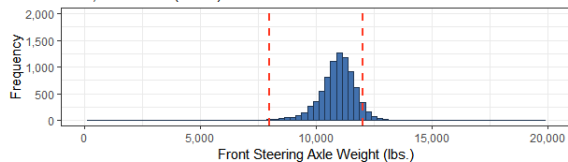
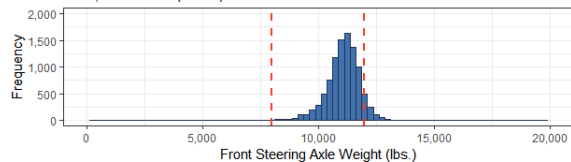
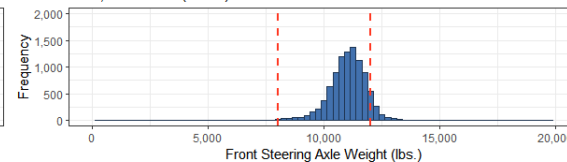


A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 3,000 with major ticks every 1,000. The histogram bars are blue. A black normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs., representing the 95% confidence interval. The peak frequency is approximately 2,000.

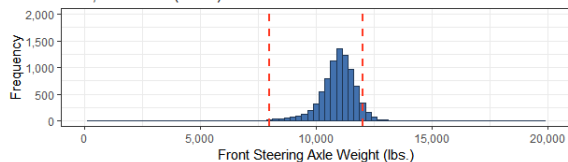


A histogram showing the frequency distribution of Front Steering Axle Weight (lbs.). The x-axis ranges from 0 to 25,000 lbs. with major ticks every 5,000 lbs. The y-axis represents Frequency, ranging from 0 to 3,000 with major ticks every 1,000. The histogram bars are blue. A solid black normal distribution curve is overlaid on the histogram, centered at approximately 10,000 lbs. with a peak frequency of about 1,800. Two vertical dashed red lines are drawn at approximately 8,000 lbs. and 12,000 lbs., representing the control limits. The data appears to be normally distributed and centered within the control limits.

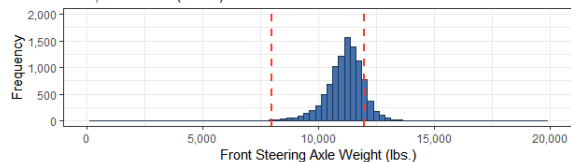
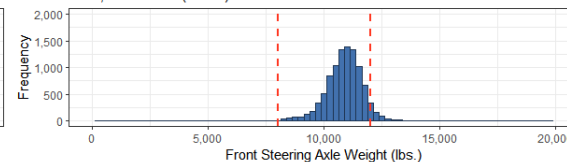


Steering Axle Weight for ODOT Class 11 Trucks in January, 2015
Bend, Northbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in May, 2015
Bend, Northbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in September, 2015
Bend, Northbound (US-97)

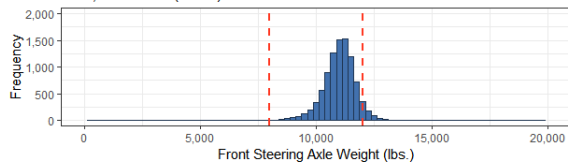
Steering Axle Weight for ODOT Class 11 Trucks in February, 2015
Bend, Northbound (US-97)



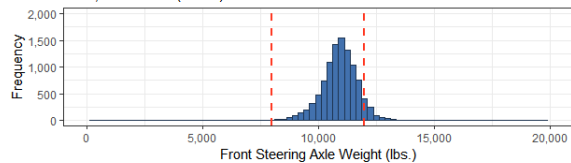
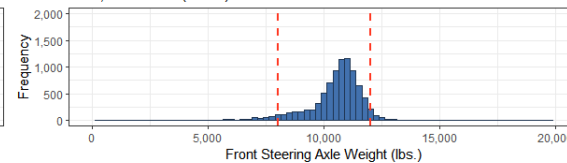
Steering Axle Weight for ODOT Class 11 Trucks in June, 2015
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2015
Bend, Northbound (US-97)

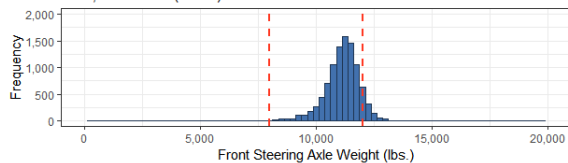
Steering Axle Weight for ODOT Class 11 Trucks in March, 2015



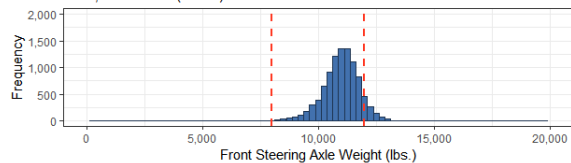
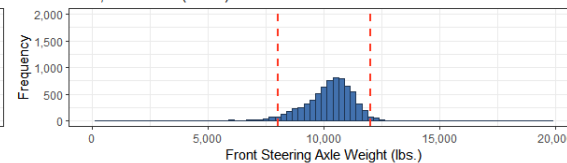
Steering Axle Weight for ODOT Class 11 Trucks in July, 2015
Bend, Northbound (US-97)

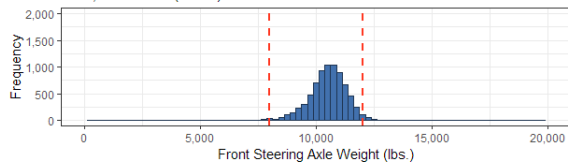
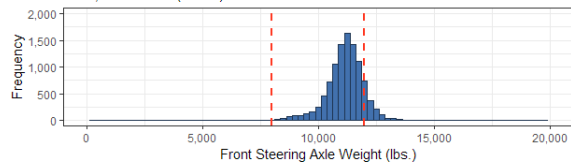
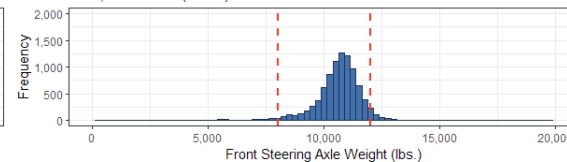
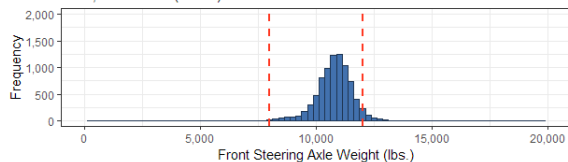
Steering Axle Weight for ODOT Class 11 Trucks in November, 2015
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in April, 2015

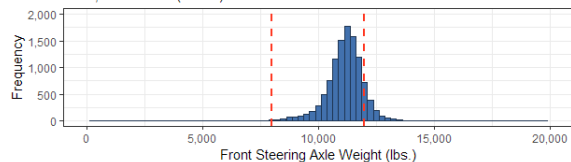
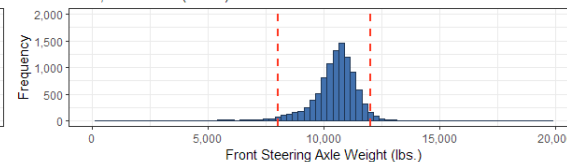


Steering Axle Weight for ODOT Class 11 Trucks in August, 2015
Bend, Northbound (US-97)

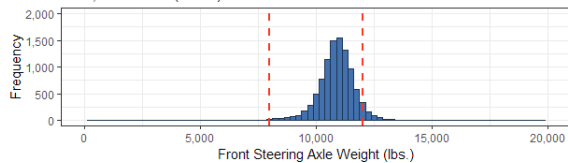
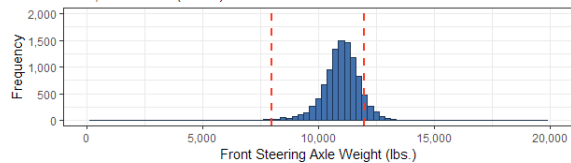
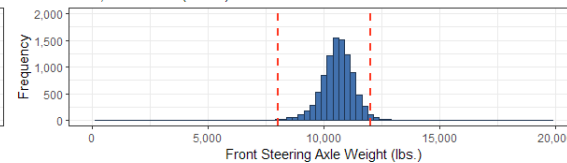
Steering Axle Weight for ODOT Class 11 Trucks in December, 2015
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in January, 2016
Bend, Northbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in May, 2016
Bend, Northbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in September, 2016
Bend, Northbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in February, 2016
Bend, Northbound (US-97)

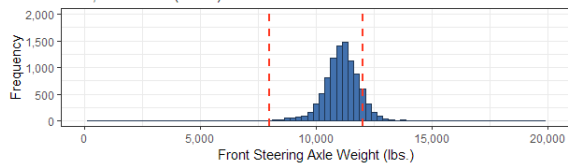
Steering Axle Weight for ODOT Class 11 Trucks in June, 2016
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2016
Bend, Northbound (US-97)

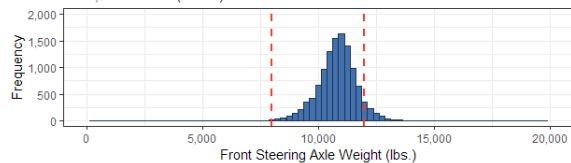
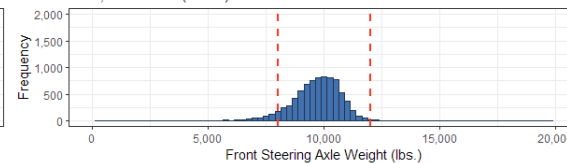
Steering Axle Weight for ODOT Class 11 Trucks in March, 2016

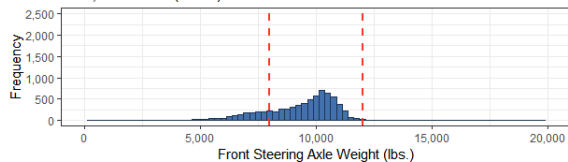
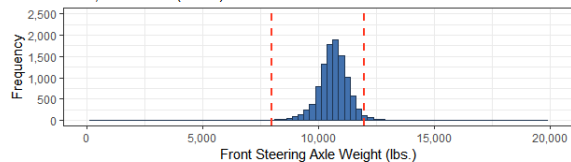
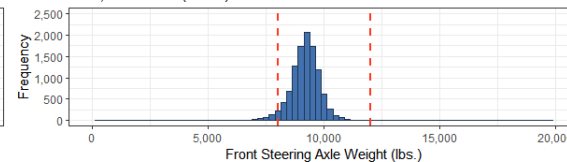
Steering Axle Weight for ODOT Class 11 Trucks in July, 2016
Bend, Northbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in November, 2016
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in April, 2016
Bend, Northbound (US-97)

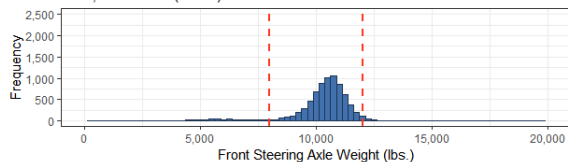


Steering Axle Weight for ODOT Class 11 Trucks in August, 2016
Bend, Northbound (US-97)

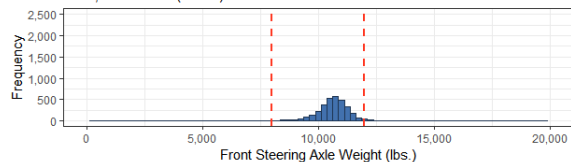
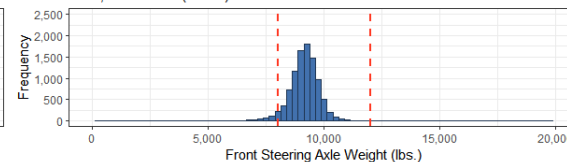
Steering Axle Weight for ODOT Class 11 Trucks in December, 2016
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Bend, Northbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Bend, Northbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Bend, Northbound (US-97)

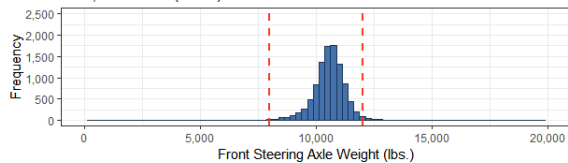
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Bend, Northbound (US-97)



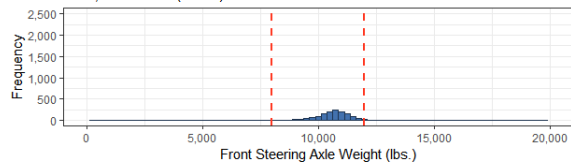
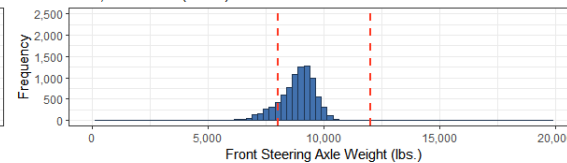
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Bend, Northbound (US-97)

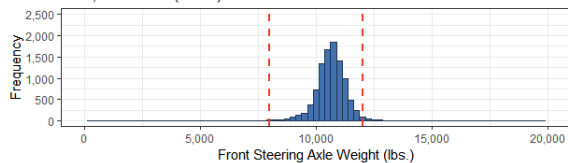
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017



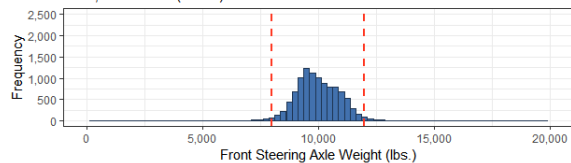
Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Bend, Northbound (US-97)

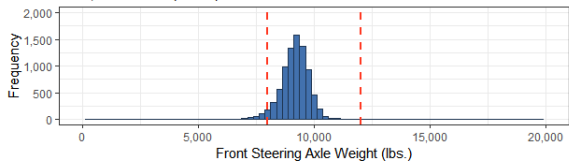
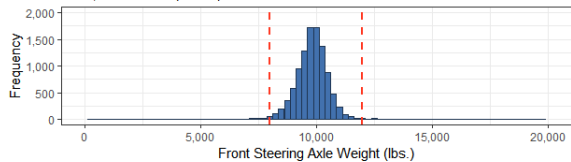
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017



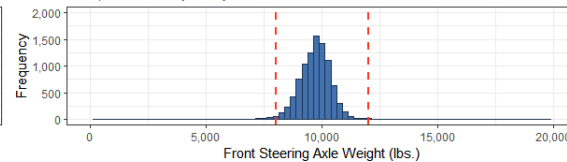
Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Bend, Northbound (US-97)



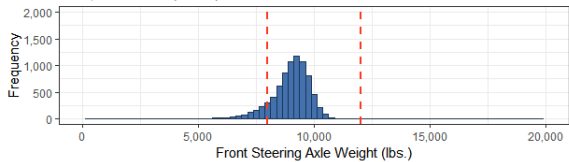
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Bend, Northbound (US-97)

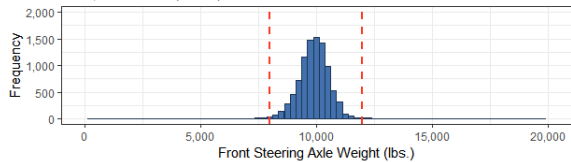
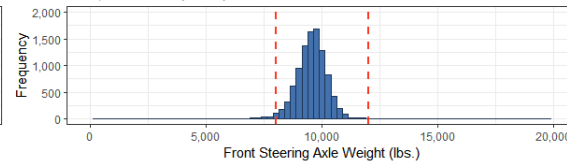
Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Bend, Northbound (US-97)



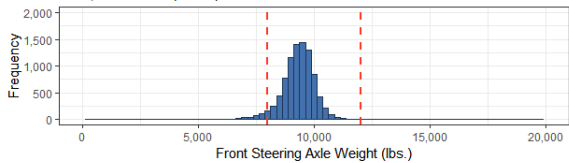
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Bend, Northbound (US-97)



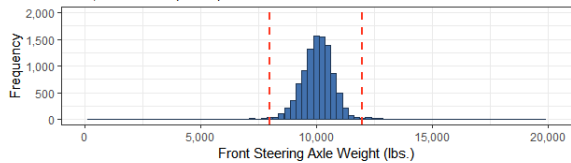
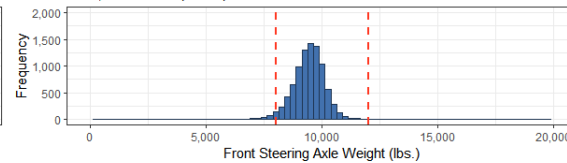
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Bend, Northbound (US-97)

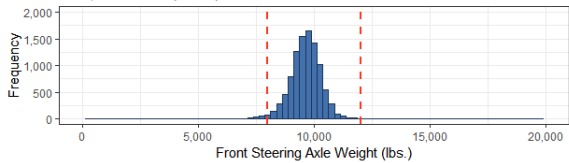
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018



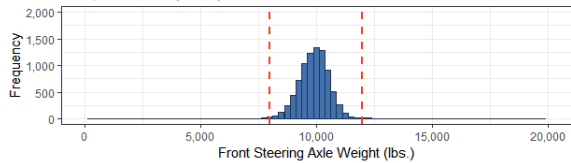
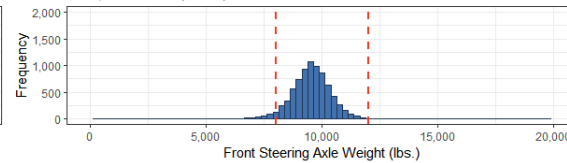
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Bend, Northbound (US-97)

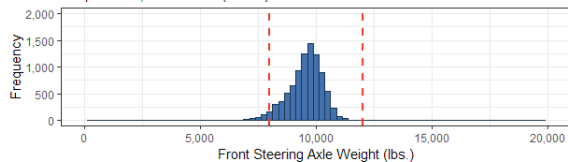
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Bend, Northbound (US-97)



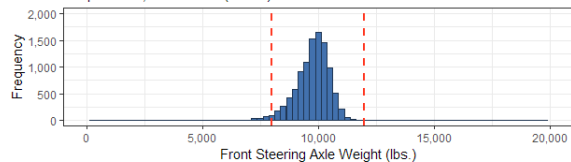
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Bend, Northbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Bend, Northbound (US-97)

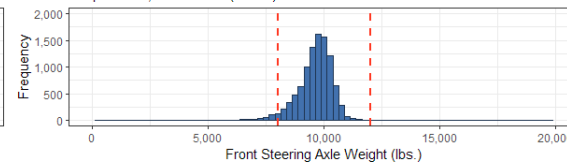
Juniper Butte, Northbound (US-97)



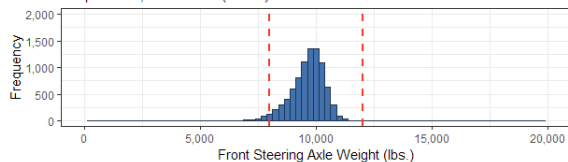
Juniper Butte, Northbound (US-97)



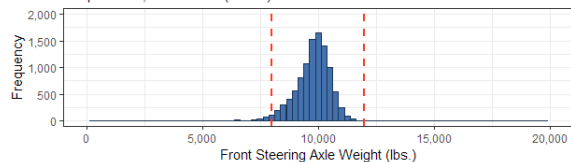
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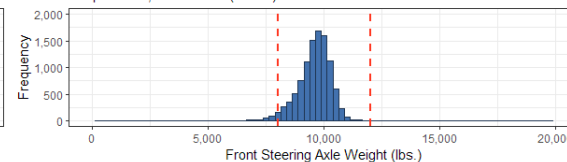
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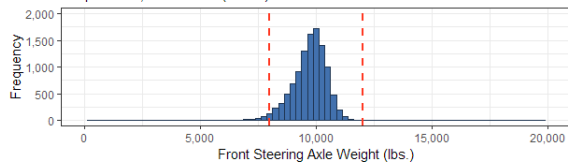
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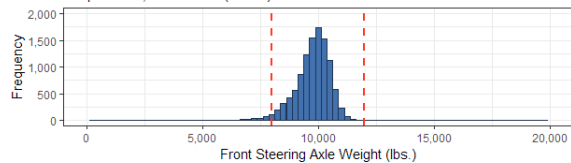
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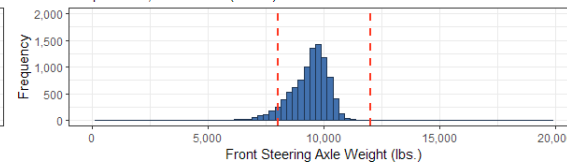
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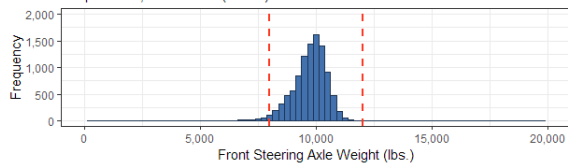
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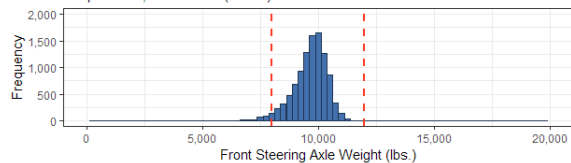
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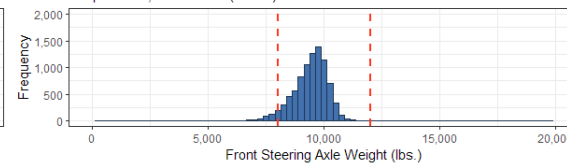
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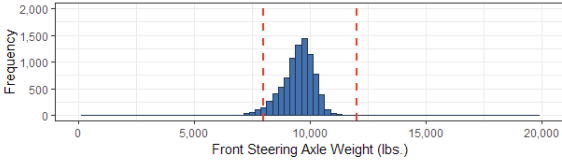
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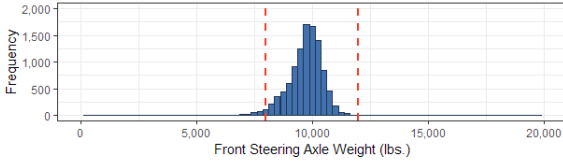
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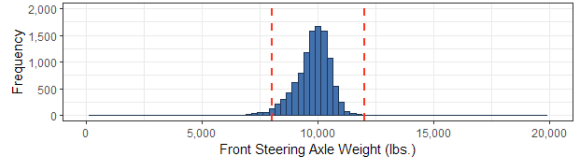
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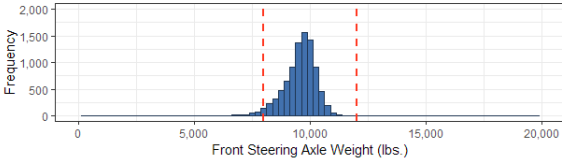
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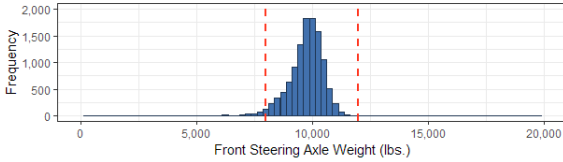
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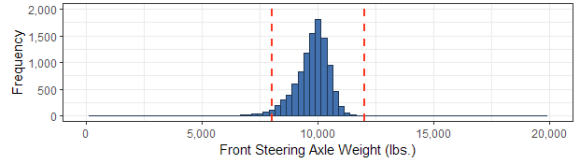
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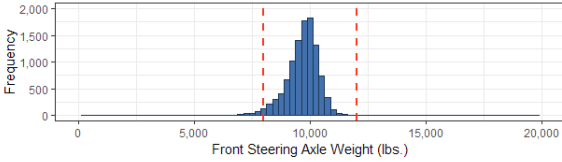
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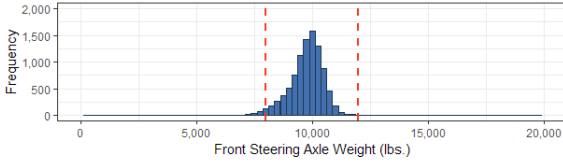
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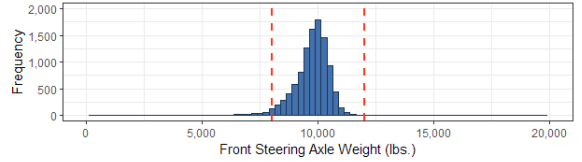
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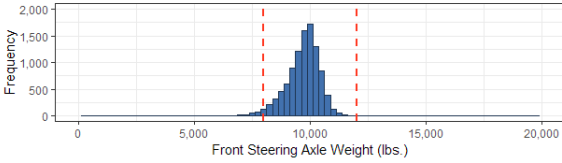
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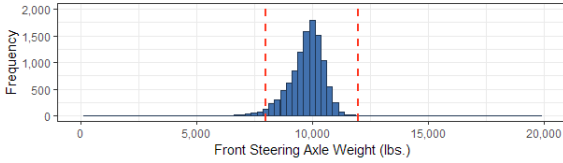
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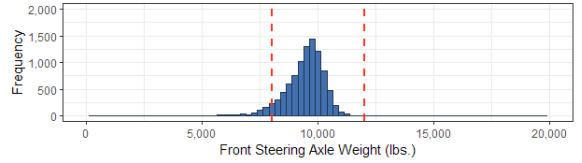
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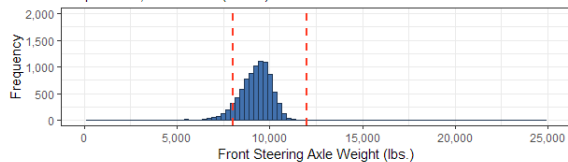
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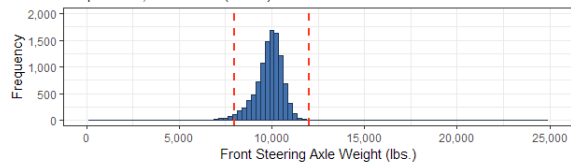
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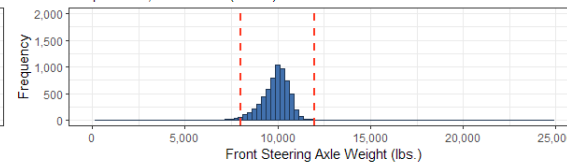
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Juniper Butte, Northbound (US-97)



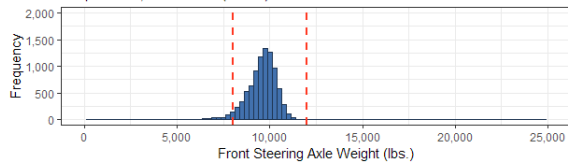
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Juniper Butte, Northbound (US-97)



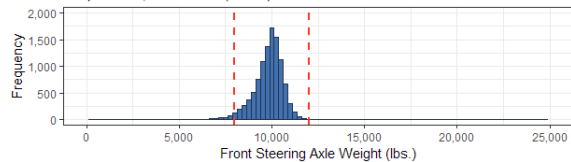
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Juniper Butte, Northbound (US-97)



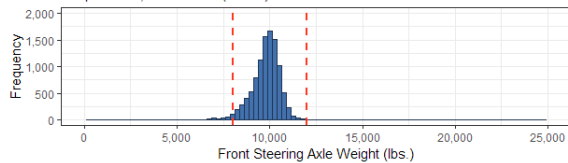
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Juniper Butte, Northbound (US-97)



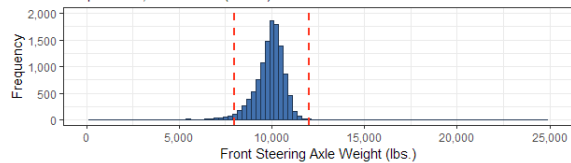
Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Juniper Butte, Northbound (US-97)



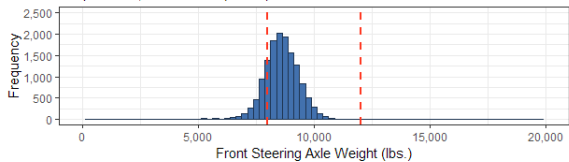
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Juniper Butte, Northbound (US-97)



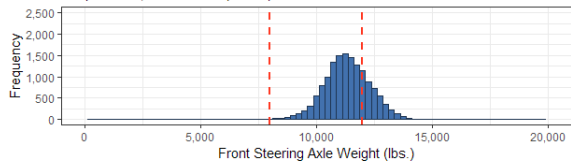
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Juniper Butte, Northbound (US-97)



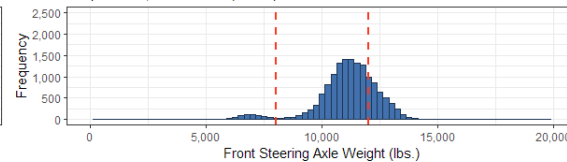
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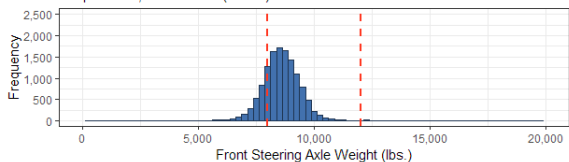
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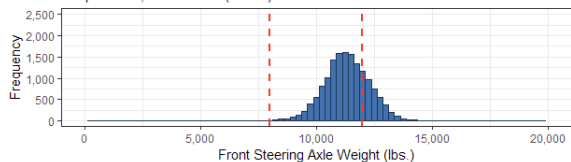
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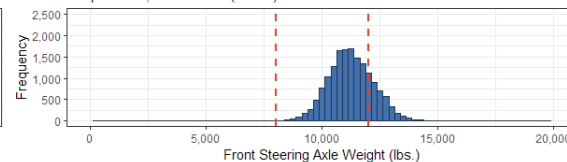
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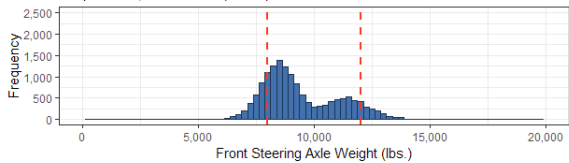
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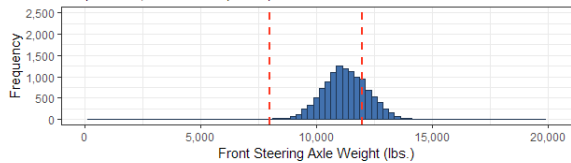
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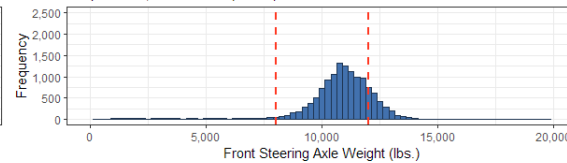
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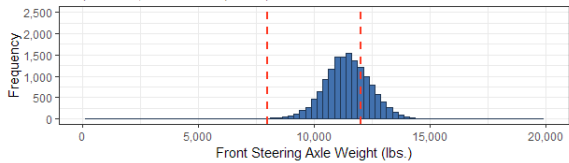
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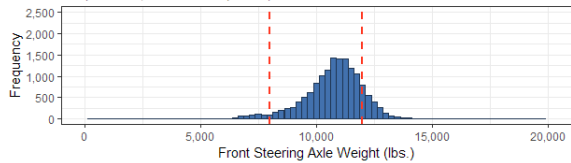
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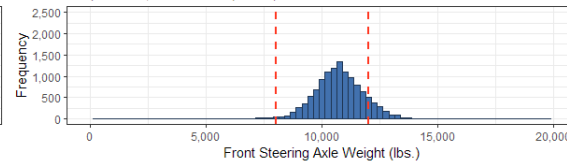
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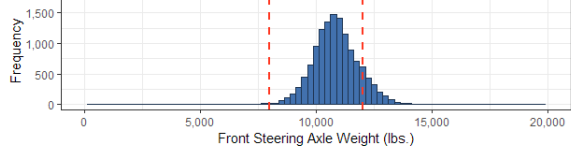
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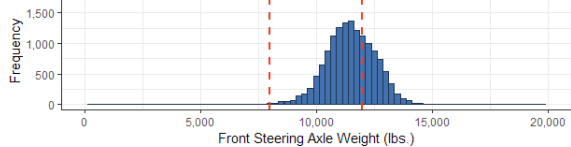
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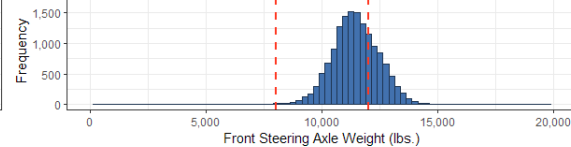
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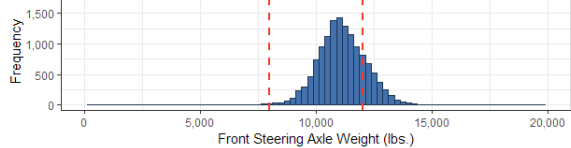
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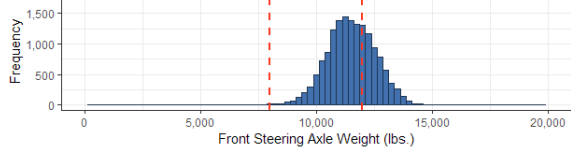
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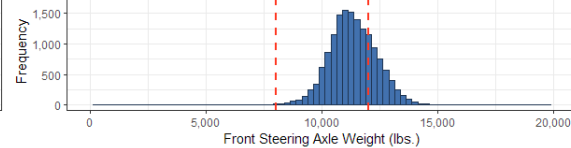
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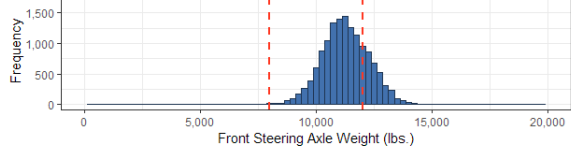
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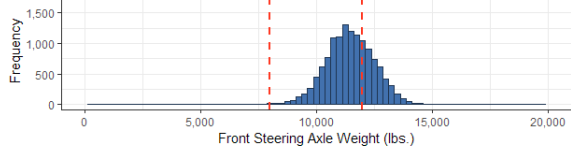
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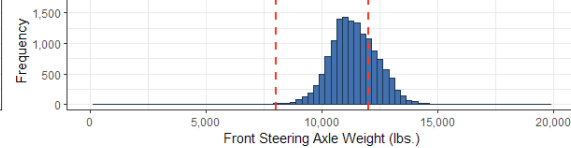
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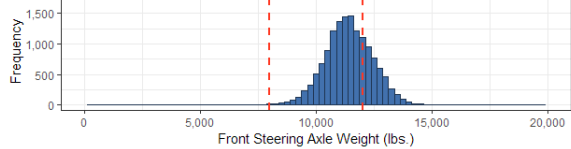
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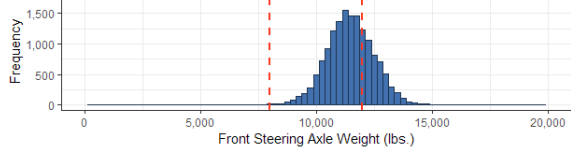
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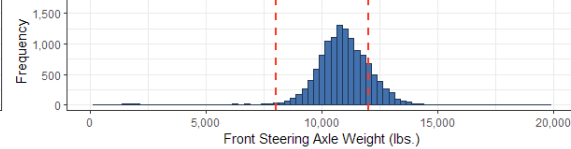
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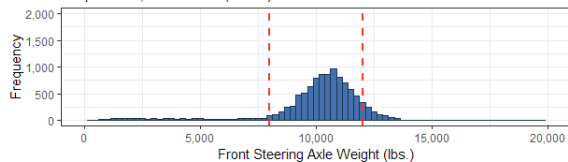
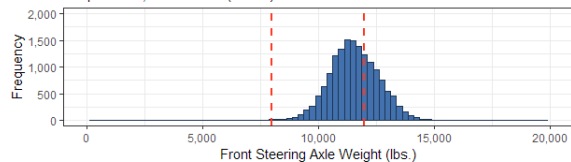
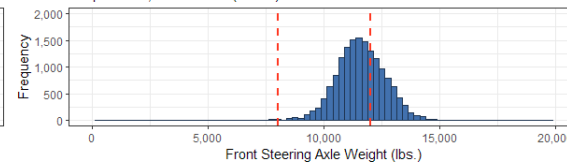


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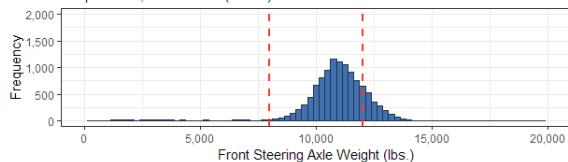


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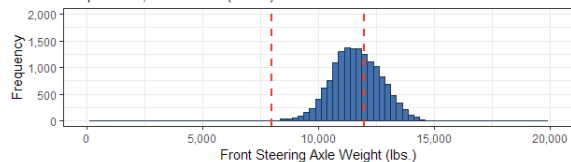
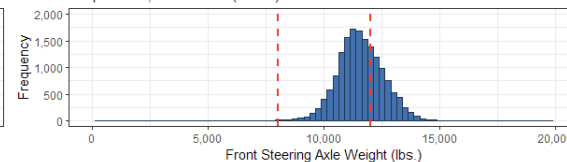


Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Juniper Butte, Southbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in May, 2017
Juniper Butte, Southbound (US-97)Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Juniper Butte, Southbound (US-97)

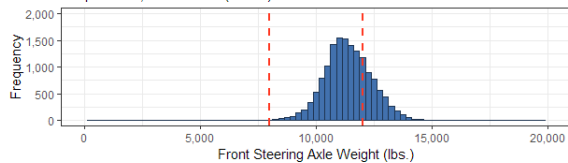
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Juniper Butte, Southbound (US-97)



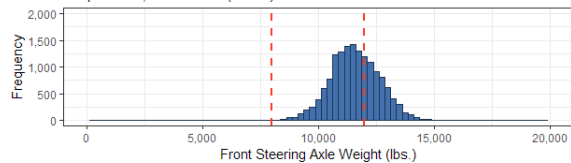
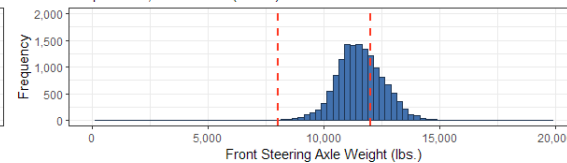
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Juniper Butte, Southbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Juniper Butte, Southbound (US-97)

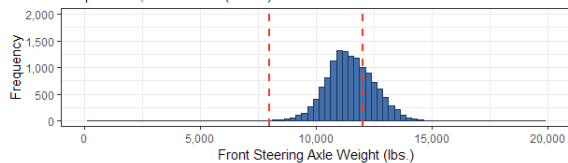
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Juniper Butte, Southbound (US-97)



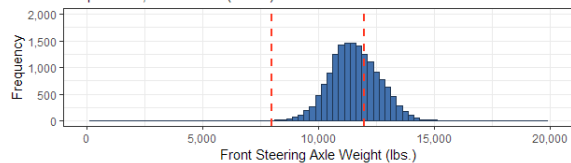
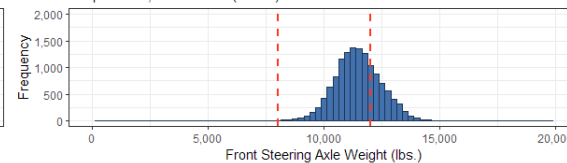
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Juniper Butte, Southbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Juniper Butte, Southbound (US-97)

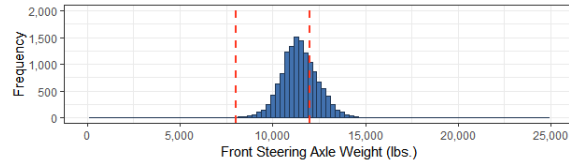
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017



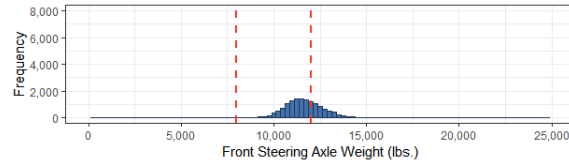
Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Juniper Butte, Southbound (US-97)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Juniper Butte, Southbound (US-97)

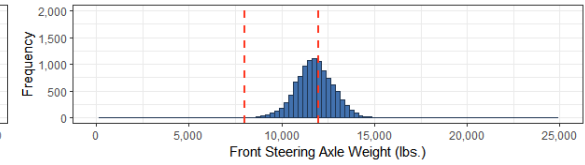
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Juniper Butte, Southbound (US-97)



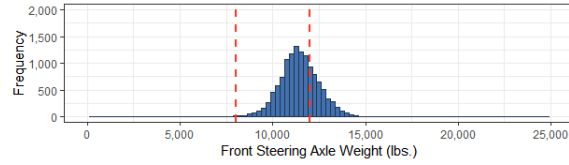
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Juniper Butte, Southbound (US-97)



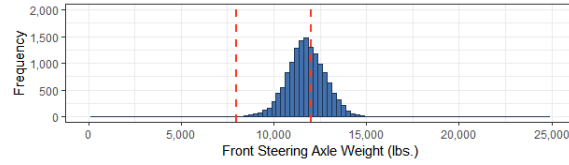
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Juniper Butte, Southbound (US-97)



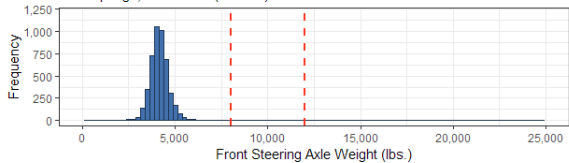
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Juniper Butte, Southbound (US-97)



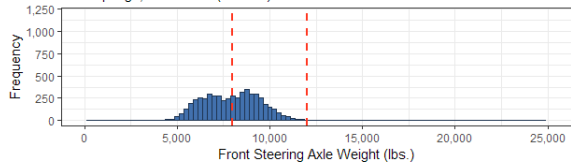
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Juniper Butte, Southbound (US-97)



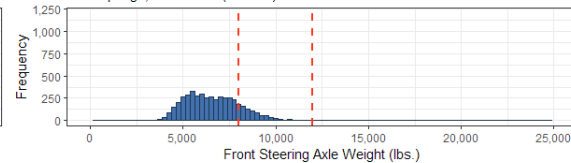
Cold Springs, Eastbound (US-730)



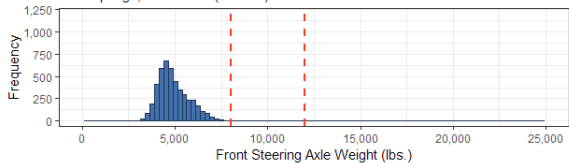
Cold Springs, Eastbound (US-730)



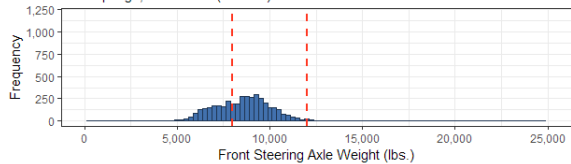
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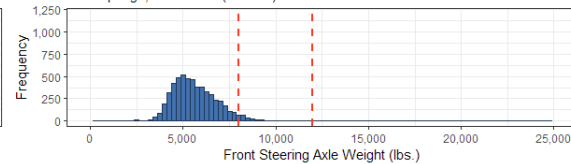
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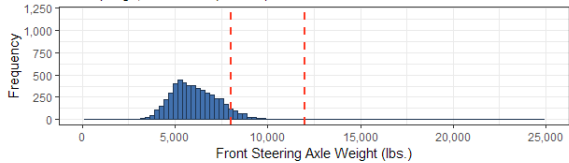
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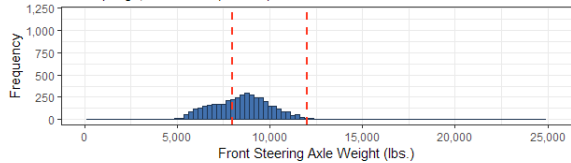
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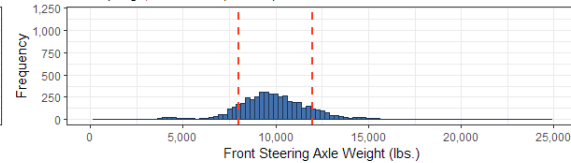
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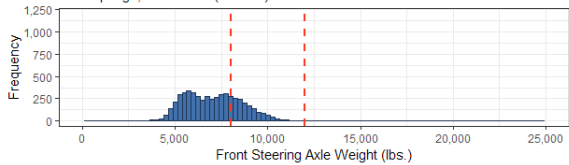
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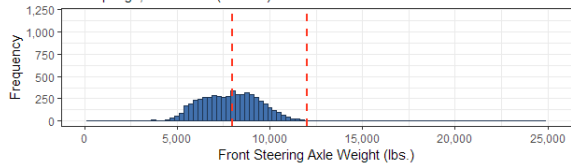
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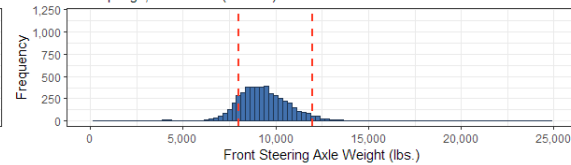
Cold Springs, Eastbound (US-730)



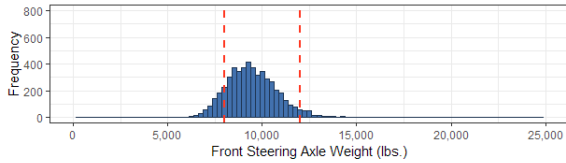
Cold Springs, Eastbound (US-730)



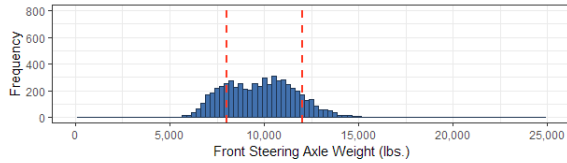
Cold Springs, Eastbound (US-730)



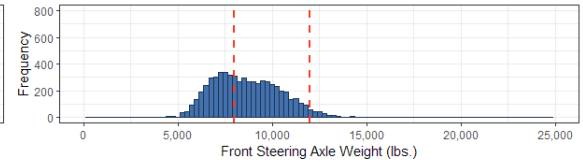
Cold Springs, Eastbound (US-730)



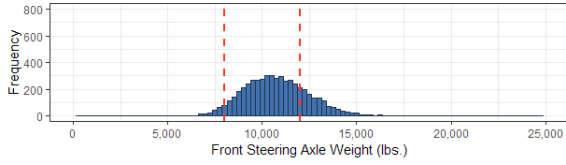
Cold Springs, Eastbound (US-730)



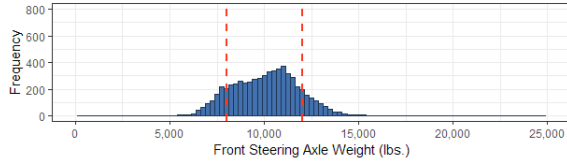
Cold Springs, Eastbound (US-730)



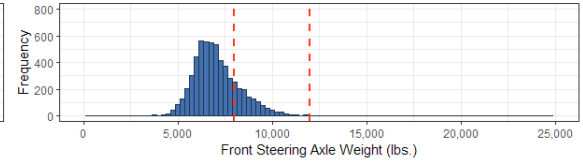
Cold Springs, Eastbound (US-730)



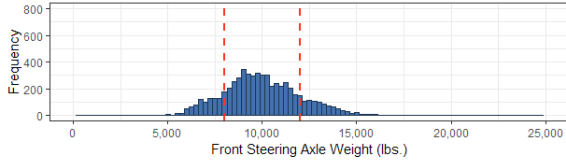
Cold Springs, Eastbound (US-730)



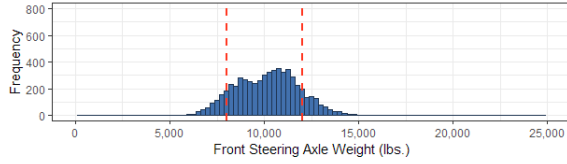
Cold Springs, Eastbound (US-730)



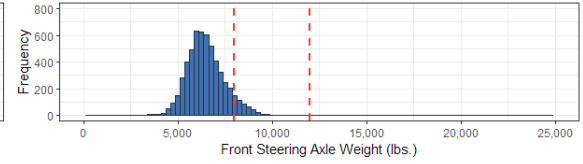
Cold Springs, Eastbound (US-730)



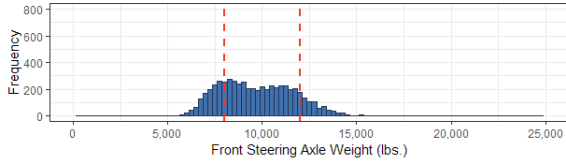
Cold Springs, Eastbound (US-730)



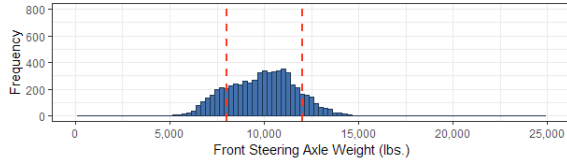
Cold Springs, Eastbound (US-730)



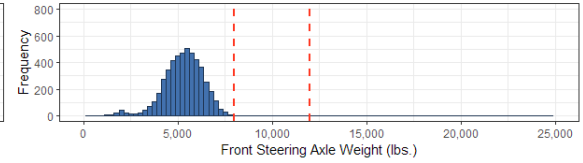
Cold Springs, Eastbound (US-730)



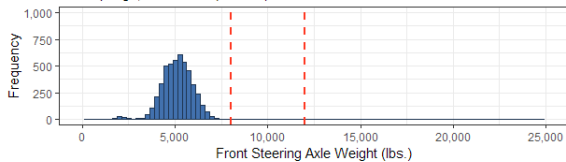
Cold Springs, Eastbound (US-730)



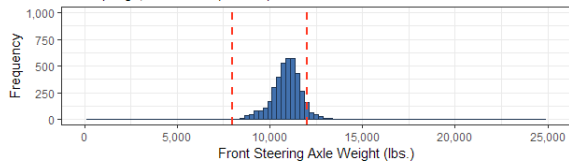
Cold Springs, Eastbound (US-730)



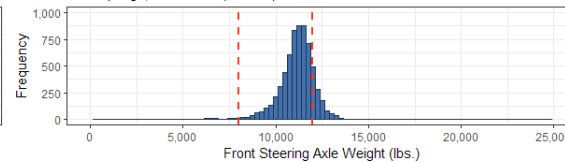
Cold Springs, Eastbound (US-730)



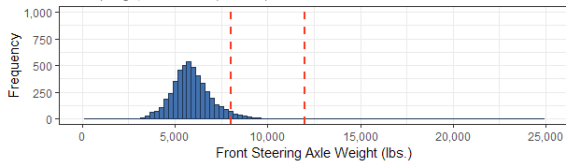
Cold Springs, Eastbound (US-730)



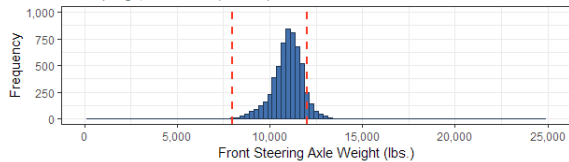
Cold Springs, Eastbound (US-730)



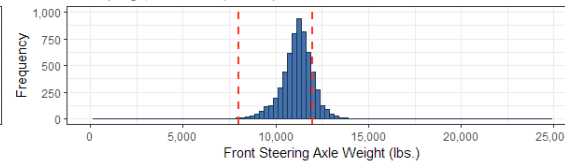
Cold Springs, Eastbound (US-730)



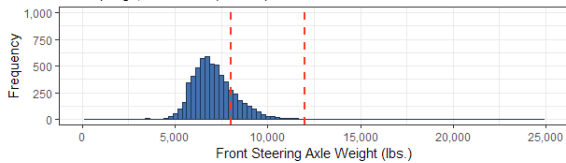
Cold Springs, Eastbound (US-730)



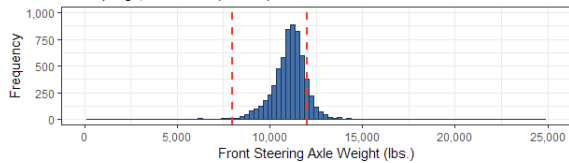
Cold Springs, Eastbound (US-730)



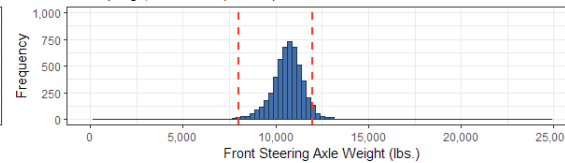
Cold Springs, Eastbound (US-730)



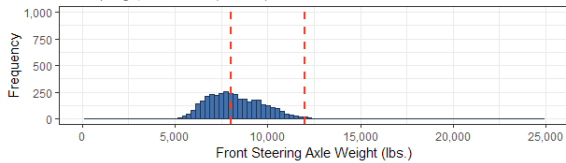
Cold Springs, Eastbound (US-730)



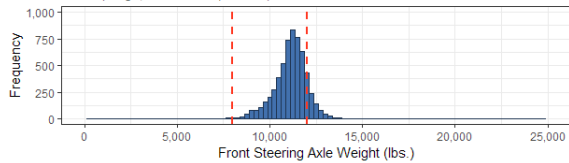
Cold Springs, Eastbound (US-730)



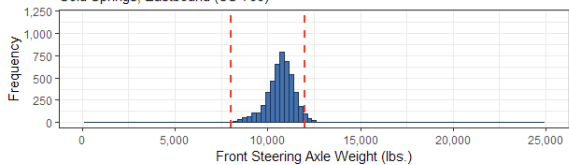
Cold Springs, Eastbound (US-730)



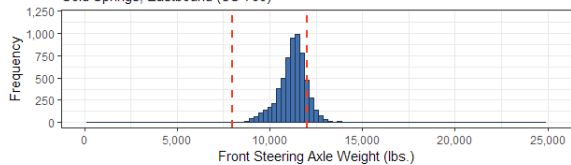
Cold Springs, Eastbound (US-730)



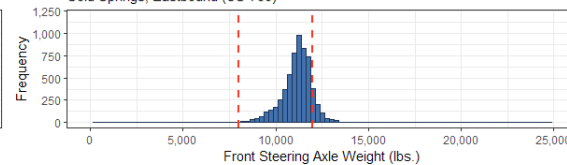
Steering Axle Weight for ODOT Class 11 Trucks in January, 2018
Cold Springs, Eastbound (US-730)



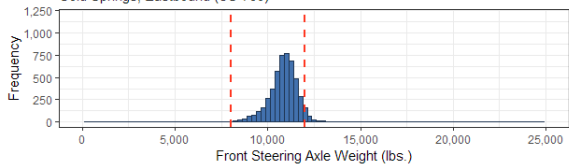
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Cold Springs, Eastbound (US-730)



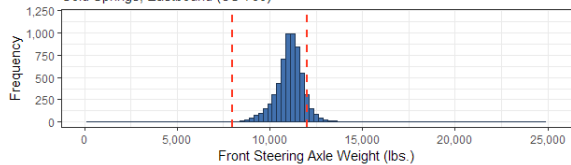
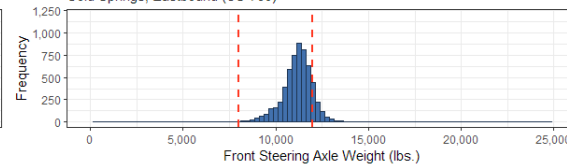
Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Cold Springs, Eastbound (US-730)



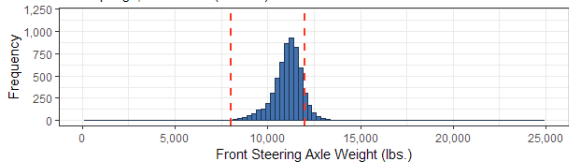
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Cold Springs, Eastbound (US-730)



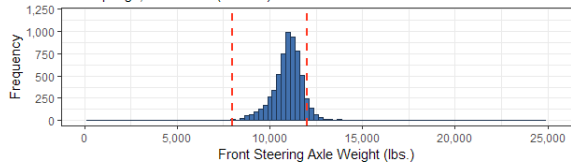
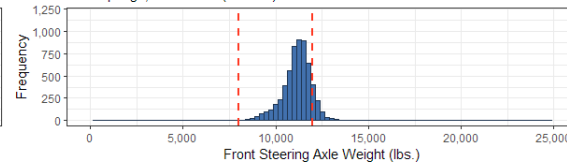
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Cold Springs, Eastbound (US-730)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Cold Springs, Eastbound (US-730)

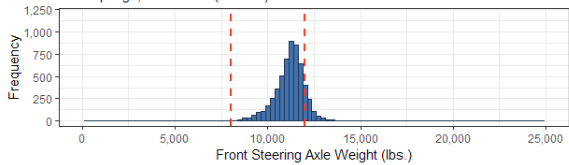
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Cold Springs, Eastbound (US-730)



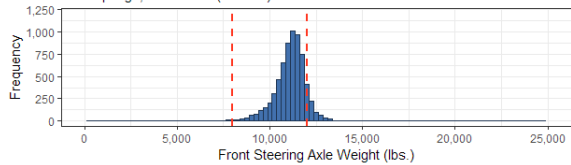
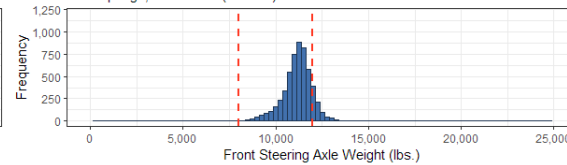
Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Cold Springs, Eastbound (US-730)

Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Cold Springs, Eastbound (US-730)

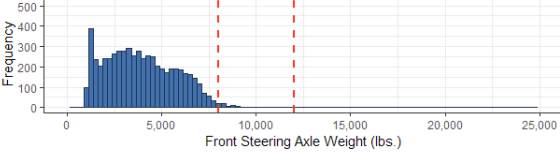
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Cold Springs, Eastbound (US-730)



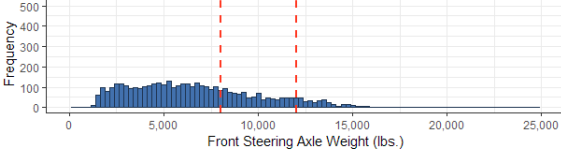
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Cold Springs, Eastbound (US-730)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Cold Springs, Eastbound (US-730)

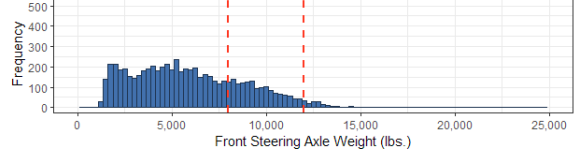
Cold Springs, Westbound (US-730)



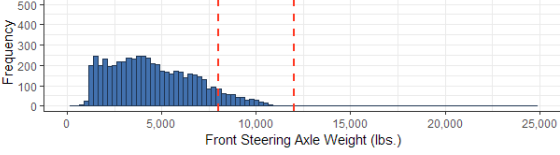
Cold Springs, Westbound (US-730)



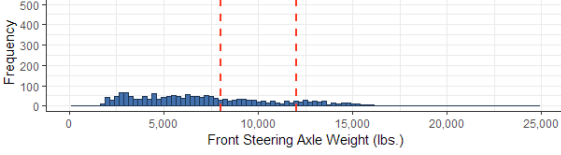
Cold Springs, Westbound (US-730)



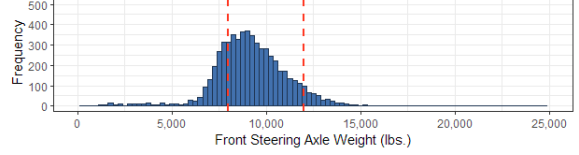
Cold Springs, Westbound (US-730)



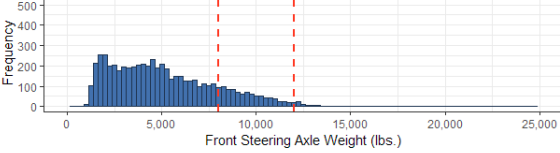
Cold Springs, Westbound (US-730)



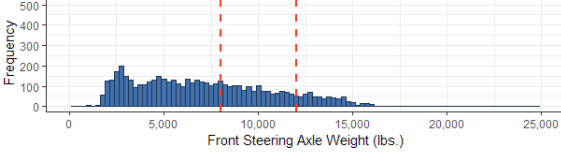
Cold Springs, Westbound (US-730)



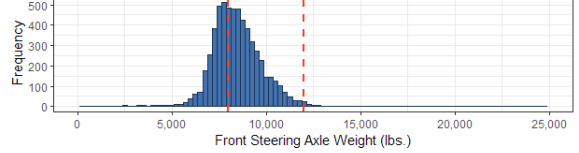
Cold Springs, Westbound (US-730)



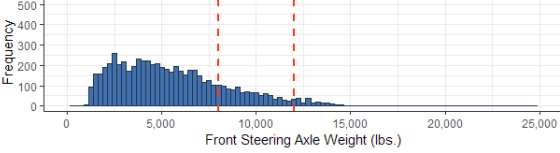
Cold Springs, Westbound (US-730)



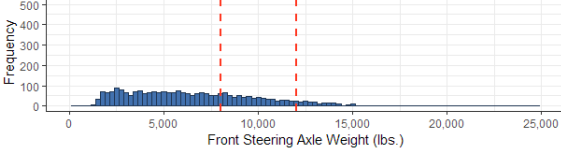
Cold Springs, Westbound (US-730)



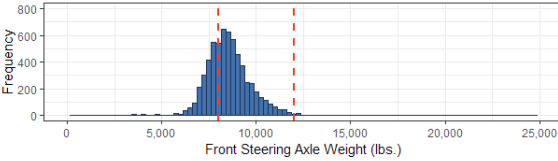
Cold Springs, Westbound (US-730)



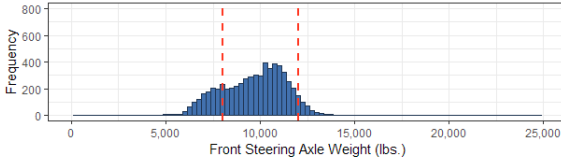
Cold Springs, Westbound (US-730)



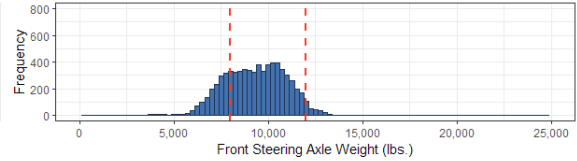
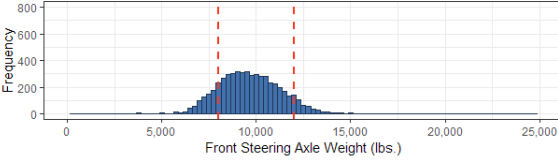
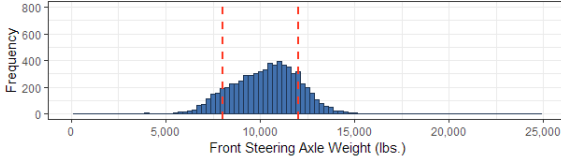
Cold Springs, Westbound (US-730)



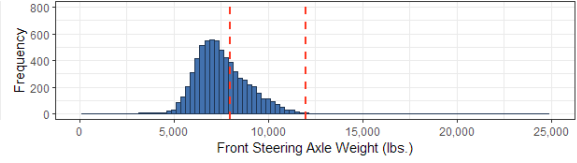
Cold Springs, Westbound (US-730)



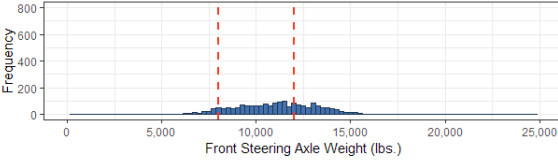
Cold Springs, Westbound (US-730)

Steering Axle Weight for OBD
Gold Series, Wheelbase (10-300)Steering Axle Weight for OBC
Gold Series or Mouthound (110-300)

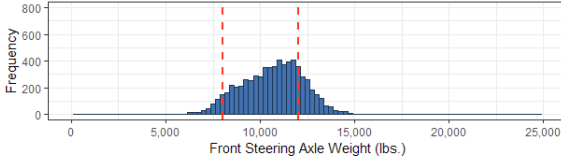
Gold Series - Mouthguard (US 300)



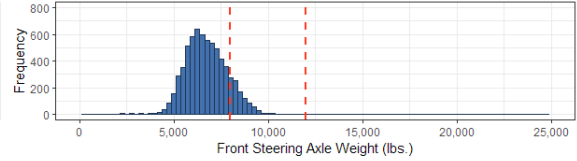
Cold Springs, Westbound (US-730)



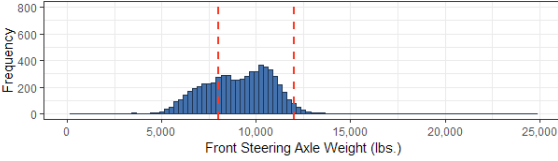
Cold Springs, Westbound (US-730)



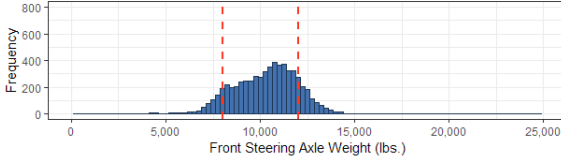
Cold Springs, Westbound (US-730)



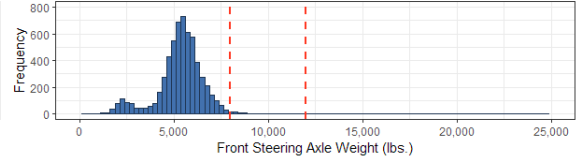
Cold Springs, Westbound (US-730)



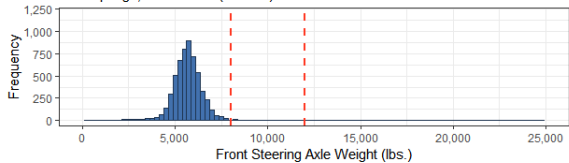
Cold Springs, Westbound (US-730)



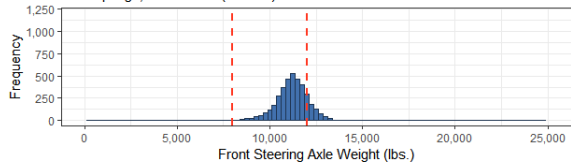
Cold Springs, Westbound (US-730)



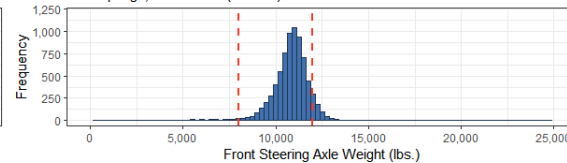
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Cold Springs, Westbound (US-730)



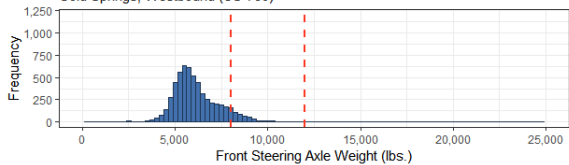
Steering Axle Weight for ODOT Class 11 Trucks in June, 2017
Cold Springs, Westbound (US-730)



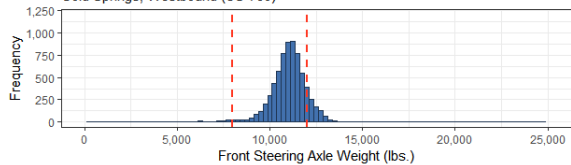
Steering Axle Weight for ODOT Class 11 Trucks in October, 2017
Cold Springs, Westbound (US-730)



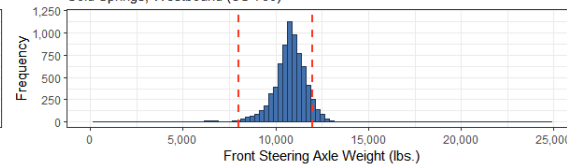
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Cold Springs, Westbound (US-730)



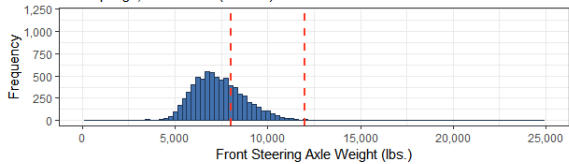
Steering Axle Weight for ODOT Class 11 Trucks in July, 2017
Cold Springs, Westbound (US-730)



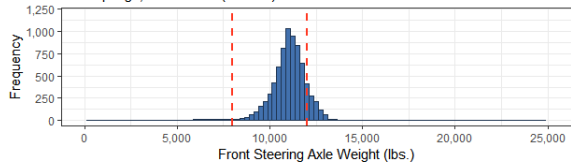
Steering Axle Weight for ODOT Class 11 Trucks in November, 2017
Cold Springs, Westbound (US-730)



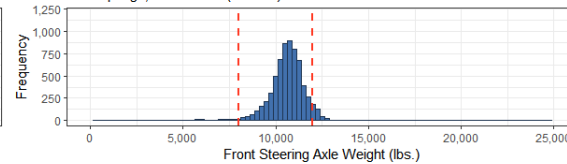
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Cold Springs, Westbound (US-730)



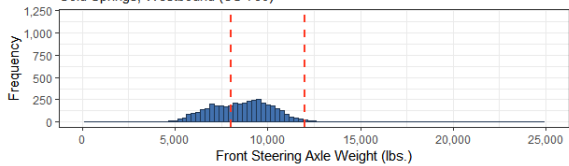
Steering Axle Weight for ODOT Class 11 Trucks in August, 2017
Cold Springs, Westbound (US-730)



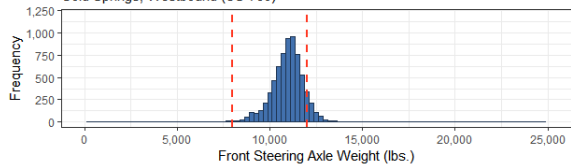
Steering Axle Weight for ODOT Class 11 Trucks in December, 2017
Cold Springs, Westbound (US-730)



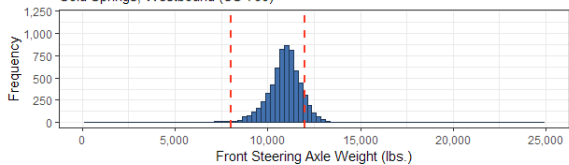
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Cold Springs, Westbound (US-730)



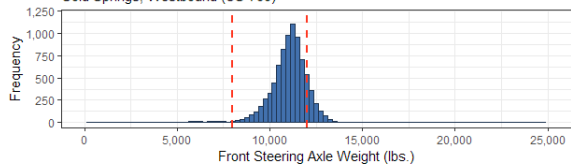
Steering Axle Weight for ODOT Class 11 Trucks in September, 2017
Cold Springs, Westbound (US-730)



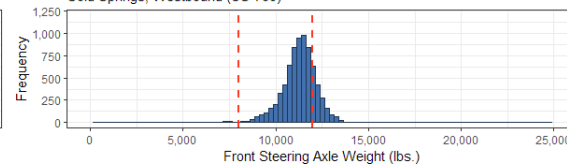
Steering Axle Weight for ODOT Class 11 Trucks in February, 2018
Cold Springs, Westbound (US-730)



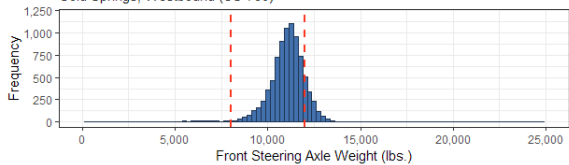
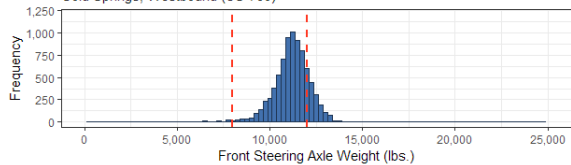
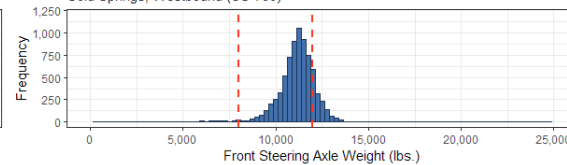
Steering Axle Weight for ODOT Class 11 Trucks in June, 2018
Cold Springs, Westbound (US-730)



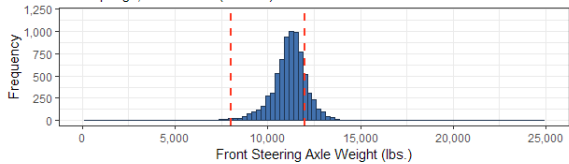
Steering Axle Weight for ODOT Class 11 Trucks in October, 2018
Cold Springs, Westbound (US-730)



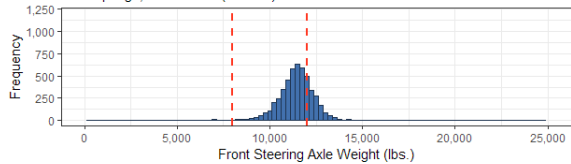
Steering Axle Weight for ODOT Class 11 Trucks in March, 2018
Cold Springs, Westbound (US-730)

Steering Axle Weight for ODOT Class 11 Trucks in July, 2018
Cold Springs, Westbound (US-730)Steering Axle Weight for ODOT Class 11 Trucks in November, 2018
Cold Springs, Westbound (US-730)

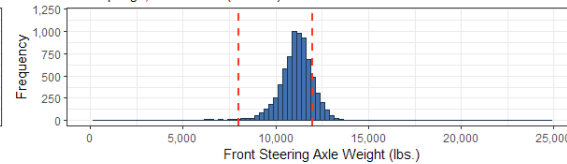
Steering Axle Weight for ODOT Class 11 Trucks in April, 2018
Cold Springs, Westbound (US-730)



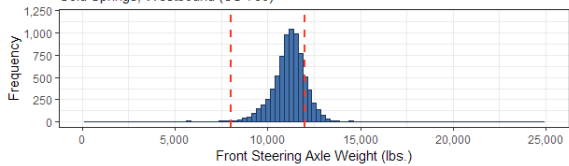
Steering Axle Weight for ODOT Class 11 Trucks in August, 2018
Cold Springs, Westbound (US-730)



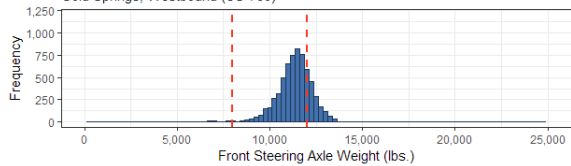
Steering Axle Weight for ODOT Class 11 Trucks in December, 2018
Cold Springs, Westbound (US-730)



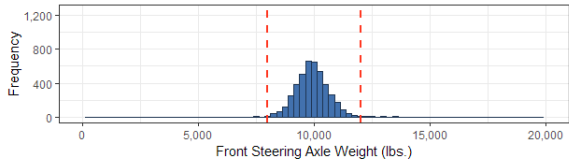
Steering Axle Weight for ODOT Class 11 Trucks in May, 2018
Cold Springs, Westbound (US-730)



Steering Axle Weight for ODOT Class 11 Trucks in September, 2018
Cold Springs, Westbound (US-730)

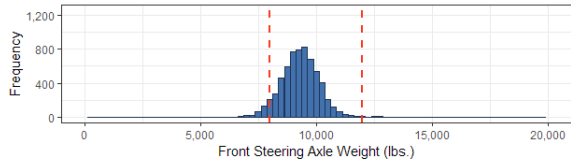


Steering Axle Weight for ODOT Class 11 Trucks in January, 2015
Lowell, Westbound (OR-58)

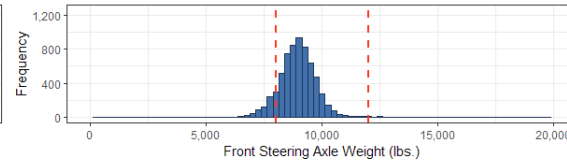


Steering Axle Weight for ODOT Class 11 Trucks in May, 2015

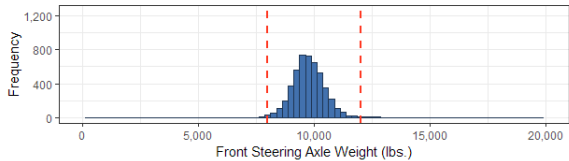
Lowell, Westbound (OR-58)



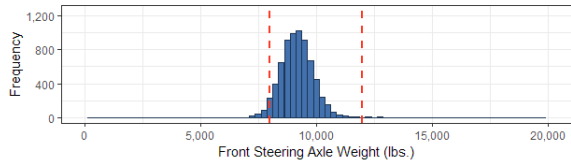
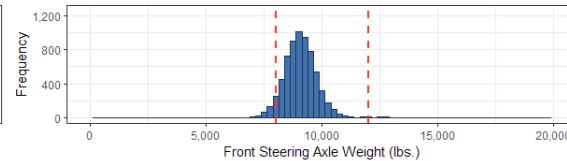
Steering Axle Weight for ODOT Class 11 Trucks in September, 2015
Lowell, Westbound (OR-58)



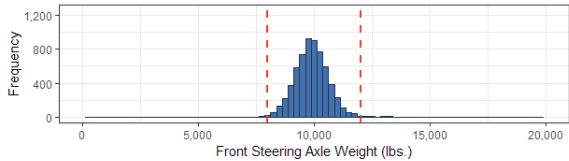
Steering Axle Weight for ODOT Class 11 Trucks in February, 2015
Lowell, Westbound (OR-58)



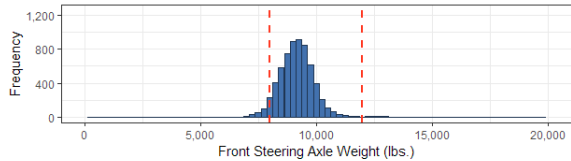
Steering Axle Weight for ODOT Class 11 Trucks in June, 2015
Lowell, Westbound (OR-58)

Steering Axle Weight for ODOT Class 11 Trucks in October, 2015
Lowell, Westbound (OR-58)

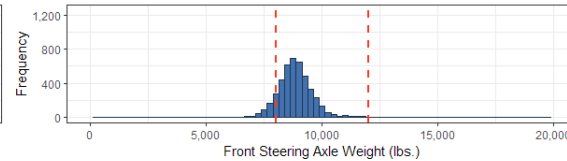
Steering Axle Weight for ODOT Class 11 Trucks in March, 2015
Lowell, Westbound (OR-58)



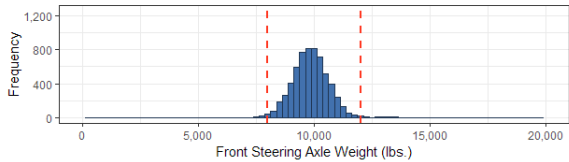
Steering Axle Weight for ODOT Class 11 Trucks in July, 2015
Lowell, Westbound (OR-58)



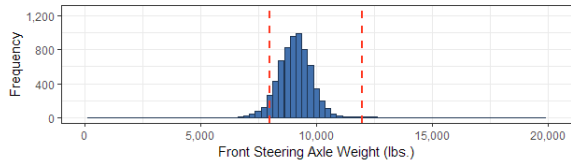
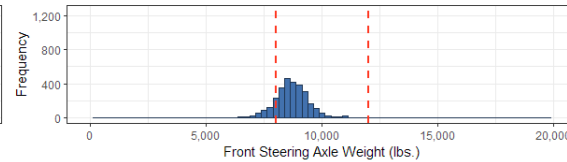
Steering Axle Weight for ODOT Class 11 Trucks in November, 2015
Lowell, Westbound (OR-58)



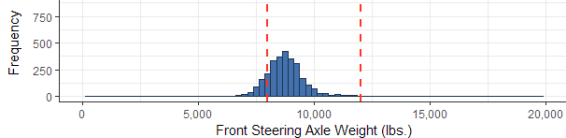
Steering Axle Weight for ODOT Class 11 Trucks in April, 2015
Lowell, Westbound (OR-58)



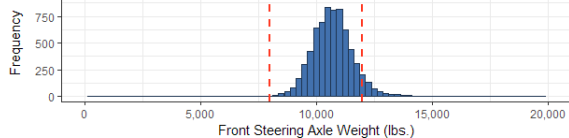
Steering Axle Weight for ODOT Class 11 Trucks in August, 2015
Lowell, Westbound (OR-58)

Steering Axle Weight for ODOT Class 11 Trucks in December, 2015
Lowell, Westbound (OR-58)

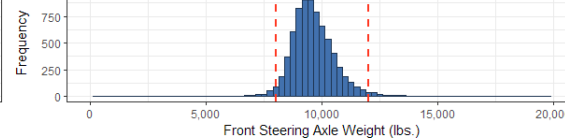
Lowell, Westbound (OR-58)



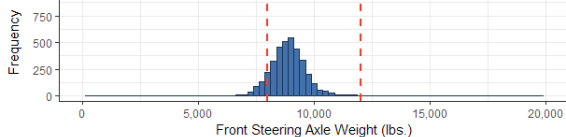
Lowell, Westbound (OR-58)



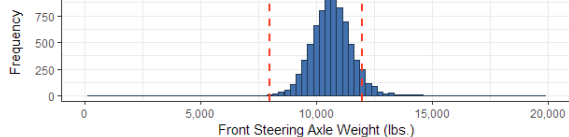
Lowell, Westbound (OR-58)



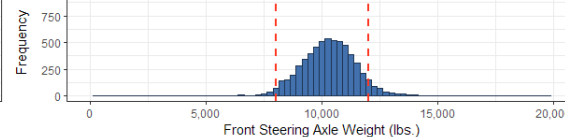
Lowell, Westbound (OR-58)



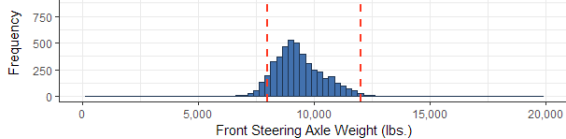
Lowell, Westbound (OR-58)



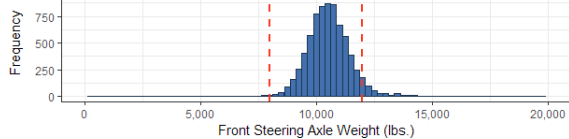
Lowell, Westbound (OR-58)



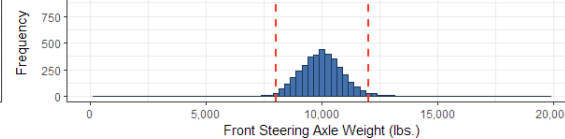
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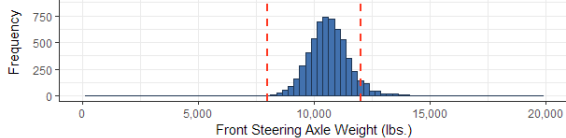
Lowell, Westbound (OR-58)



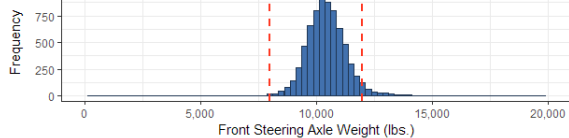
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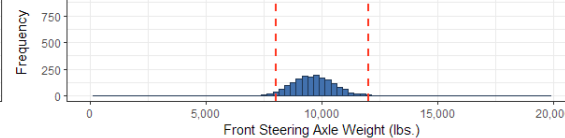
Lowell, Westbound (OR-58)



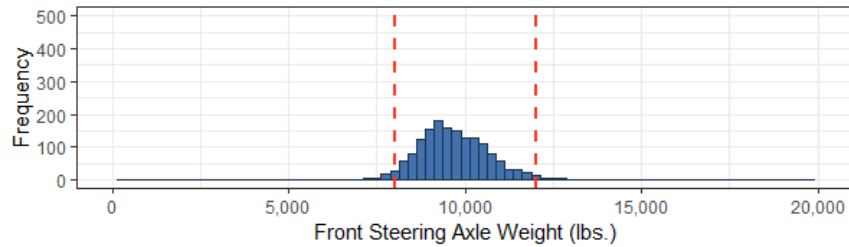
Lowell, Westbound (OR-58)



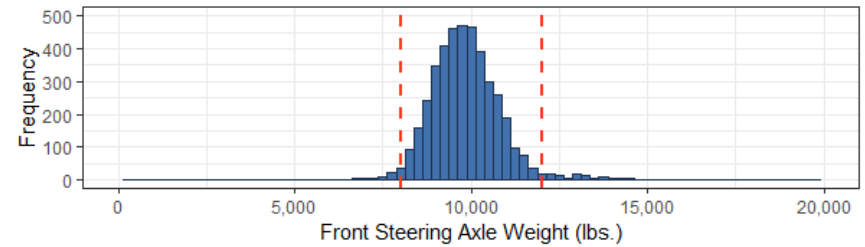
Lowell, Westbound (OR-58)



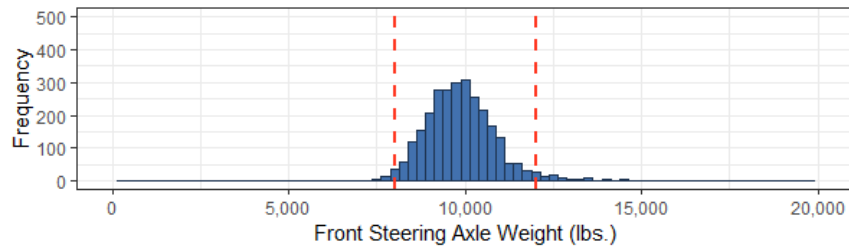
Steering Axle Weight for ODOT Class 11 Trucks in January, 2017
Lowell, Westbound (OR-58)



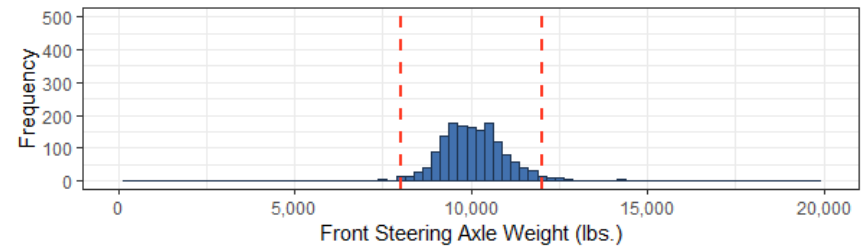
Steering Axle Weight for ODOT Class 11 Trucks in March, 2017
Lowell, Westbound (OR-58)



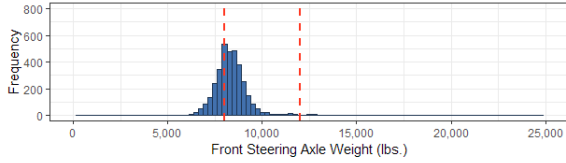
Steering Axle Weight for ODOT Class 11 Trucks in February, 2017
Lowell, Westbound (OR-58)



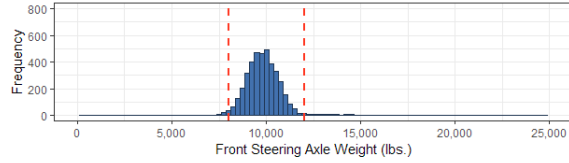
Steering Axle Weight for ODOT Class 11 Trucks in April, 2017
Lowell, Westbound (OR-58)



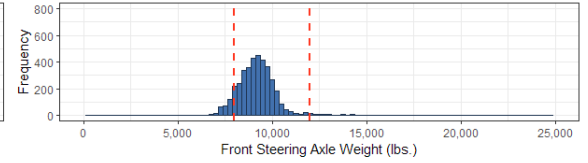
Rocky Point, Westbound (US-30)



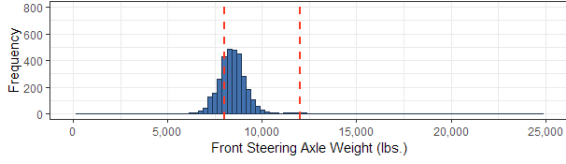
Rocky Point, Westbound (US-30)



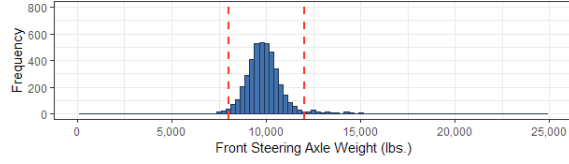
Rocky Point, Westbound (US-30)



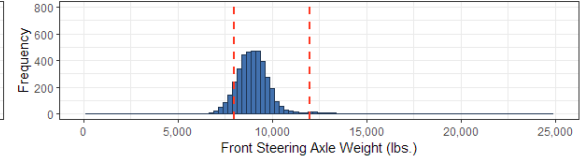
Rocky Point, Westbound (US-30)



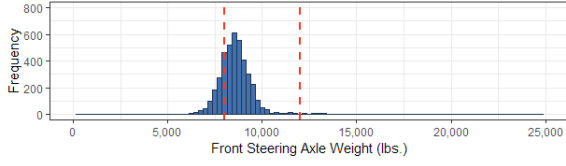
Rocky Point, Westbound (US-30)



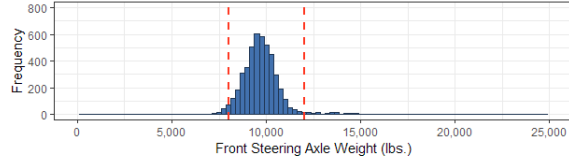
Rocky Point, Westbound (US-30)



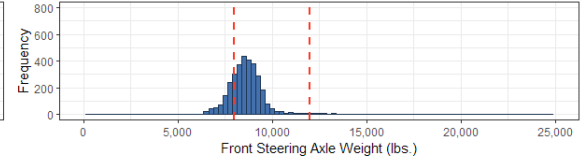
Rocky Point, Westbound (US-30)



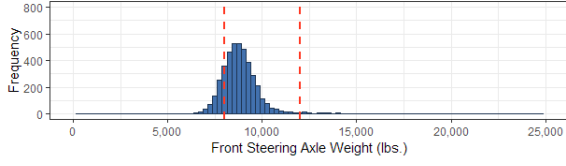
Rocky Point, Westbound (US-30)



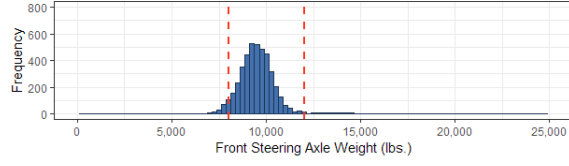
Rocky Point, Westbound (US-30)



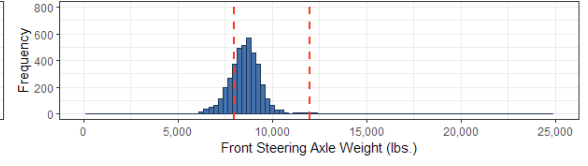
Rocky Point, Westbound (US-30)



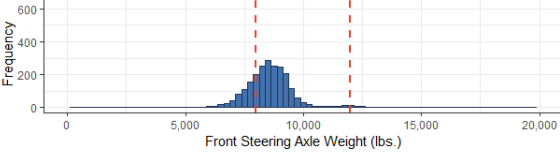
Rocky Point, Westbound (US-30)



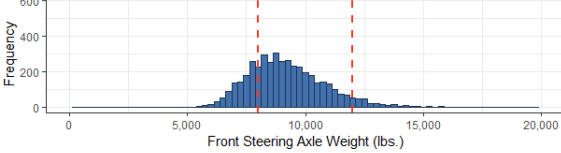
Rocky Point, Westbound (US-30)



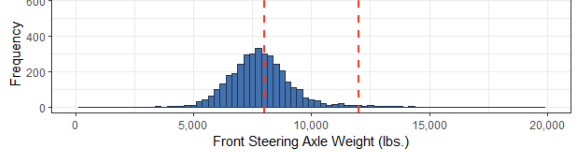
Rocky Point, Westbound (US-30)



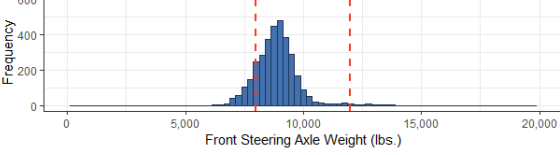
Rocky Point, Westbound (US-30)



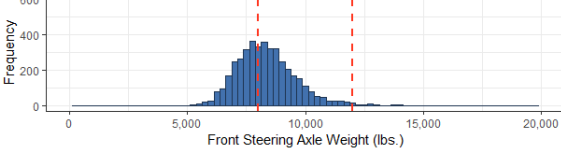
Rocky Point, Westbound (US-30)



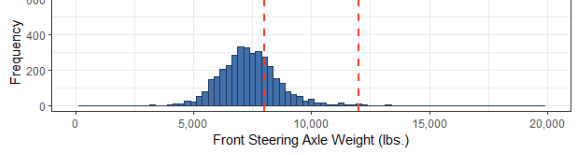
Rocky Point, Westbound (US-30)



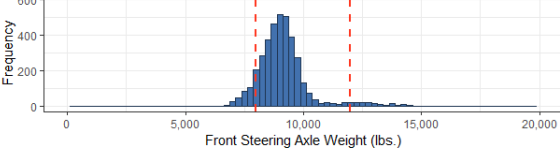
Rocky Point, Westbound (US-30)



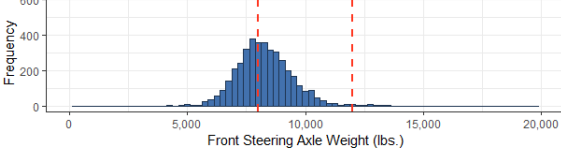
Rocky Point, Westbound (US-30)



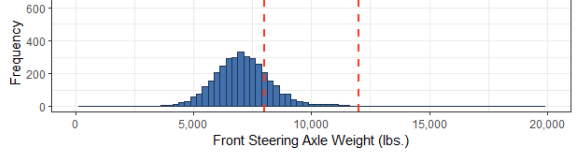
Rocky Point, Westbound (US-30)



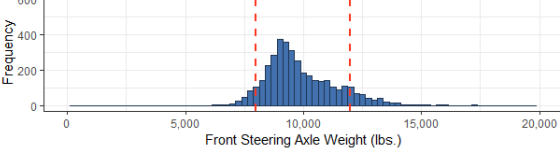
Rocky Point, Westbound (US-30)



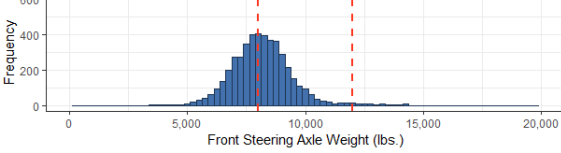
Rocky Point, Westbound (US-30)



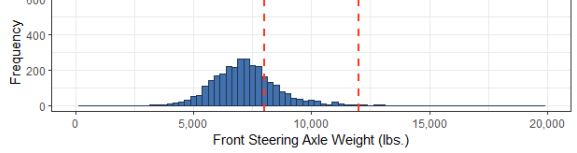
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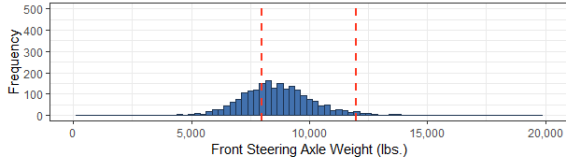
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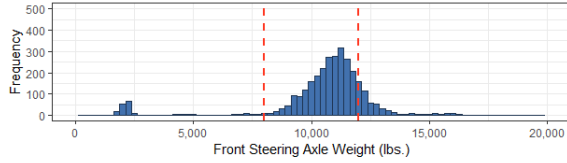
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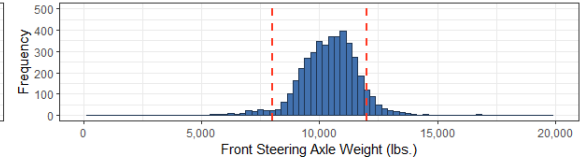
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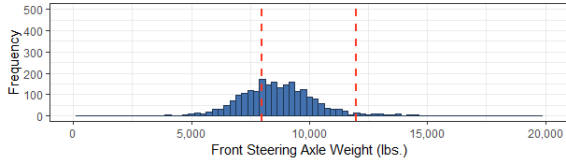
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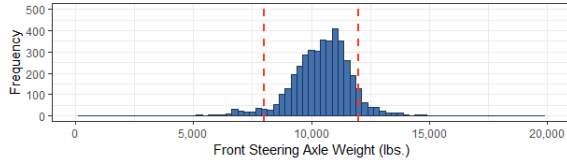
Rocky Point, Westbound (US-30)



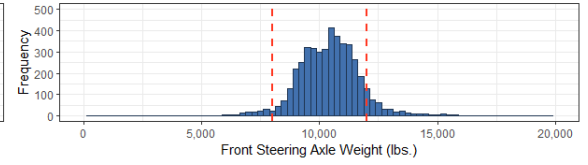
Rocky Point, Westbound (US-30)



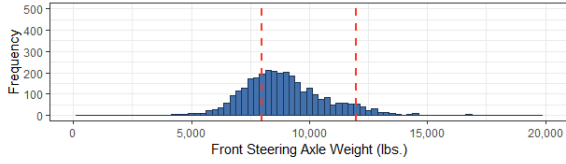
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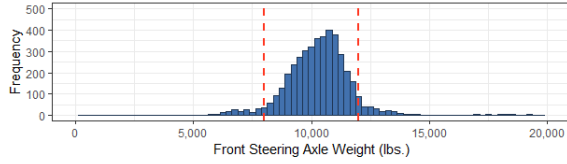
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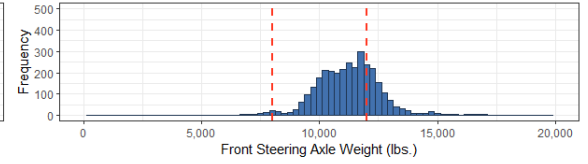
Rocky Point, Westbound (US-30)



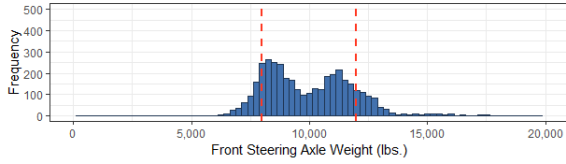
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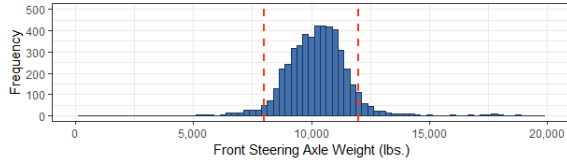
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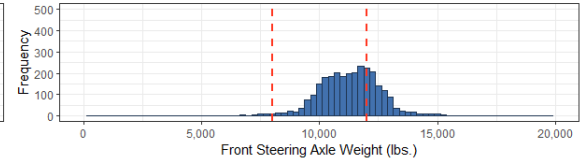
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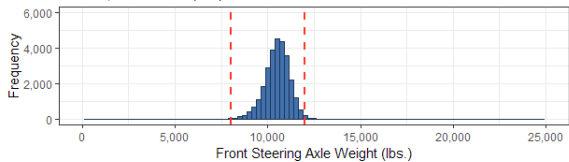
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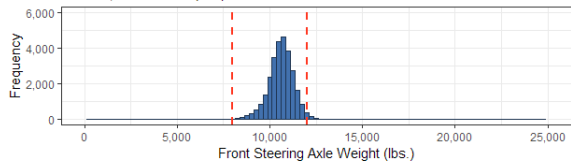
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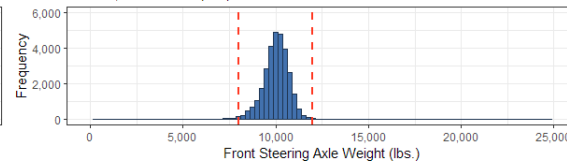
Umatilla, Southbound (I-82)



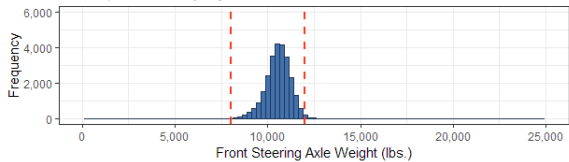
Umatilla, Southbound (I-82)



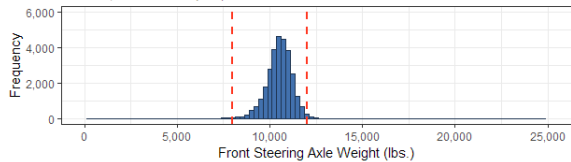
Umatilla, Southbound (I-82)



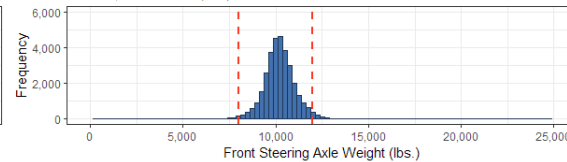
Umatilla, Southbound (I-82)



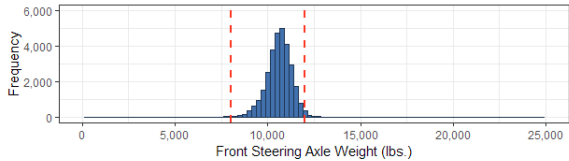
Umatilla, Southbound (I-82)



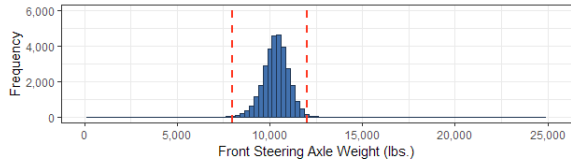
Umatilla, Southbound (I-82)



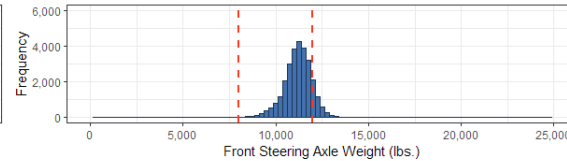
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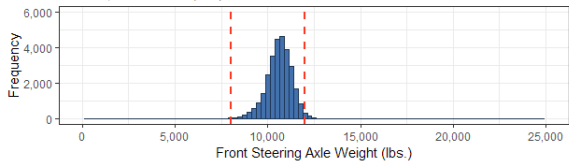
Umatilla, Southbound (I-82)



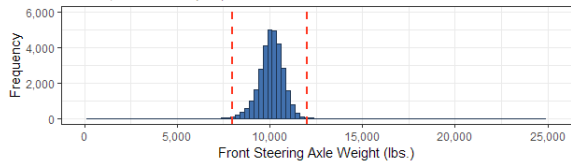
Umatilla, Southbound (I-82)



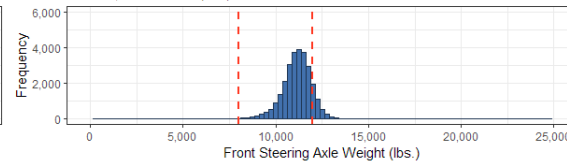
Umatilla, Southbound (I-82)



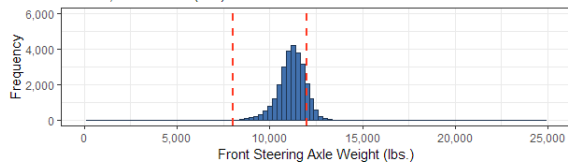
Umatilla, Southbound (I-82)



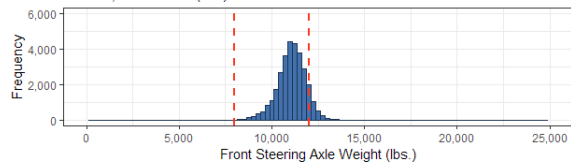
Umatilla, Southbound (I-82)



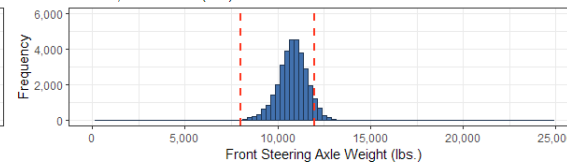
Steering Axle Weight for ODOT Class 11 Trucks in January, 2016
Umatilla, Southbound (I-82)



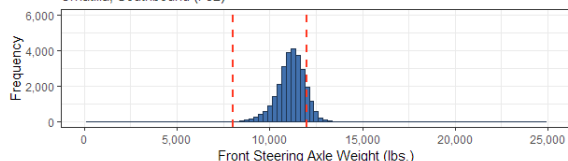
Steering Axle Weight for ODOT Class 11 Trucks in May, 2016
Umatilla, Southbound (I-82)



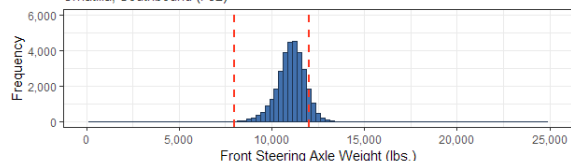
Steering Axle Weight for ODOT Class 11 Trucks in September, 2016
Umatilla, Southbound (I-82)



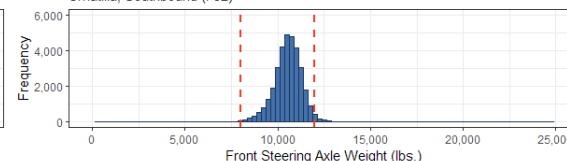
Steering Axle Weight for ODOT Class 11 Trucks in February, 2016
Umatilla, Southbound (I-82)



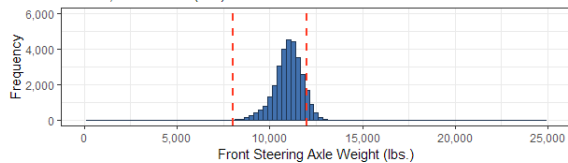
Steering Axle Weight for ODOT Class 11 Trucks in June, 2016
Umatilla, Southbound (I-82)



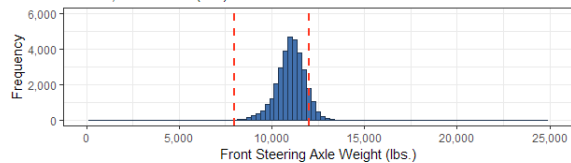
Steering Axle Weight for ODOT Class 11 Trucks in October, 2016
Umatilla, Southbound (I-82)



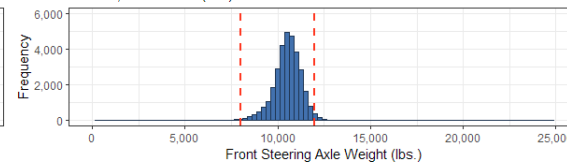
Steering Axle Weight for ODOT Class 11 Trucks in March, 2016
Umatilla, Southbound (I-82)



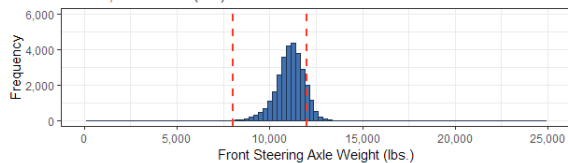
Steering Axle Weight for ODOT Class 11 Trucks in July, 2016
Umatilla, Southbound (I-82)



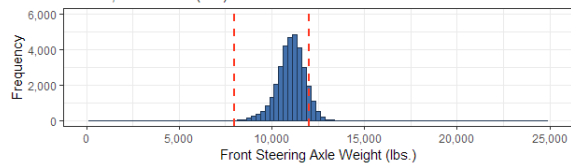
Steering Axle Weight for ODOT Class 11 Trucks in November, 2016
Umatilla, Southbound (I-82)



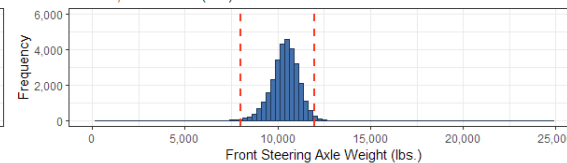
Steering Axle Weight for ODOT Class 11 Trucks in April, 2016
Umatilla, Southbound (I-82)



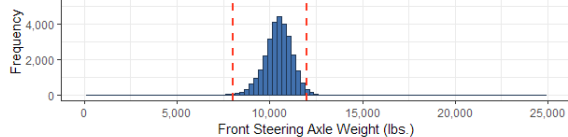
Steering Axle Weight for ODOT Class 11 Trucks in August, 2016
Umatilla, Southbound (I-82)



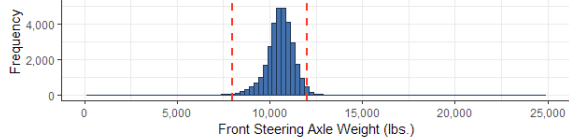
Steering Axle Weight for ODOT Class 11 Trucks in December, 2016
Umatilla, Southbound (I-82)



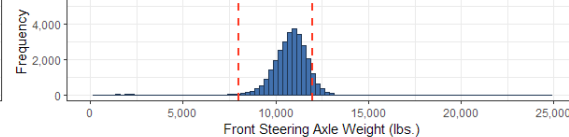
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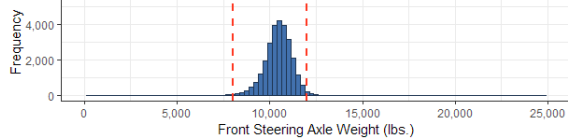
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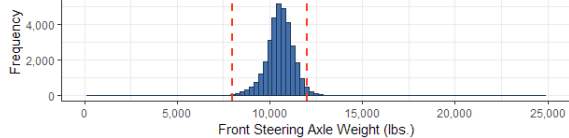
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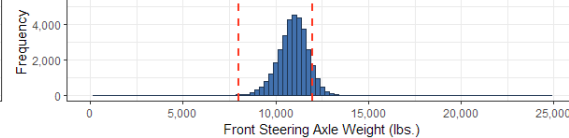
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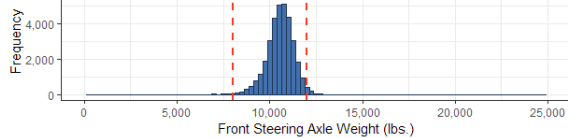
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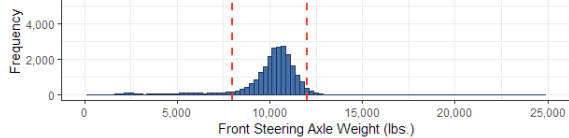
Umatilla, Southbound (I-82)



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