

MAY 2018



05/18/2010

WIM #26  
I-35, MP 30.1  
OWATONNA, MN

MONTHLY  
REPORT



06/28/2010

*Your Destination...Our Priority*



## WIM Site Location

WIM #26 is located on I-35 near Owatonna in Steele county.

## System Operation

WIM #26 was operational for the entire month of May 2018. Volume was computed using all monthly data.

## System Calibration

WIM #26 was most recently calibrated on 2016-11-23. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for all lanes. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation <sup>2</sup>. Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

## Summary of Volume Statistics

Total Monthly Volume: 719401 | Passenger Vehicles: 571124 | Heavy Commercial Vehicles: 148277

Monthly Average Daily Traffic (MADT): 23206 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 4783

See Table 2 for vehicle class breakdown

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

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

## Passenger Vehicles (PVs)

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

## Heavy Commercial Vehicles (HCVs)

**Volume trends.** On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 02 PM and 04 PM, while volume going SB peaked between 02 PM and 04 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 5's.

## Overweight HCVs

**Volume trends.** Of a total of 148277 HCVs, 8840 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 1.3% of total monthly volume, and 6.2% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Thursdays, with lowest volumes reported on Saturdays. SB overweight vehicles tended to reach highest volumes on Thursdays, with lowest volumes reported on Sundays. See Figure 3 . The top two overweight violators by class were the class 9 and class 10 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 83.4% of all overweight vehicles traveling NB this month (see Figure 7 & 8). Figure 9 shows the number of vehicles exceeding 88,000 pounds that crossed the WIM over the last 12 months. The highest number of 88,000+ vehicles within the last 12 months occurred in October.

WIMs are currently used as a screening tool for weight enforcement, and it is estimated that the WIM scales can measure gross vehicle weights (GVW) within 90-95% of static weight scale measurements. Due to the possibility of measurement error, vehicles exceeding 10% of their legal weight limits (or 1.1 times their legal weight limits) are considered overweight in this report <sup>4</sup>.

Using normal load limits ,168 NB vehicles exceeded 88,000 pounds (83 vehicles were Class 13's; 55 vehicles were Class 10's). Of vehicles traveling SB,

142 NB vehicles exceeded 88,000 pounds (107 vehicles were Class 13's; 26 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from May 2018.

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

**Freight Totals.** A total of 1437777 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (54.1%) than SB (45.9%). See Table 4 and Figure 11 for more freight information.

## Infrastructure Considerations

**Bridge.** Bridge No. 91086 (a box culvert) is approximately 0.5 miles north of WIM #26, and Bridge No. 91095 (also a box culvert) is 6.9 miles south of WIM #26. WIM #26 recorded a total of 719401 vehicles with a combined GVW of 9652869 kips (1 kip = 1,000 pounds = 0.5 tons) in May 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 119277 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 57.8% of all ESALs were recorded NB while 42.2% was observed SB. In particular, 83% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 61% of total GVW observed this month). See Table 6

and Figures 14-15 for more information on ESALs (Table 6 also provides flexible ESAL factors for each vehicle class using a terminal serviceability of 2.5 and a structural number of 5).

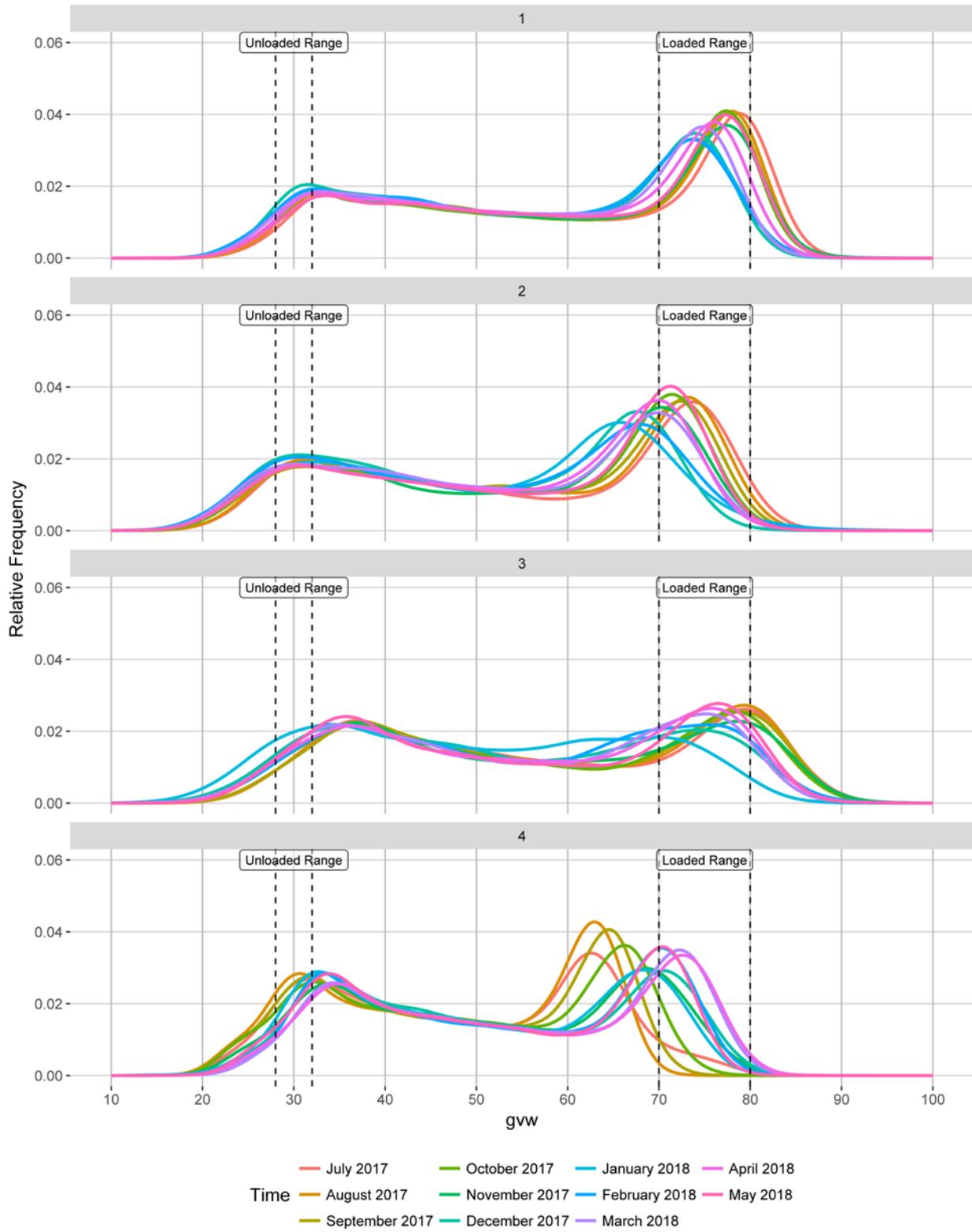
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

MnDOT's vehicle classification scheme and vehicle class groupings for traffic forecasting can be found at: <http://www.dot.state.mn.us/traffic/data/data-products.html#weight>

- <sup>1</sup> Front axle weights of Class 9s are monitored on a monthly basis to assure performance between calibrations. The current goal of the WIM scale calibration is to have each individual axle weight stay within a range of ±9% of baseline calibration values
- <sup>2</sup> Previous WIM research indicates that unloaded Class 9s typically weigh 28-32 kips, while loaded Class 9s generally fall in the 70-80 kip range. More recent data from several WIM sites suggests that the unloaded Class 9 range may have moved a little higher over time (due to increased presence of sleeper cabs, etc.), although these ranges are also thought to be site-specific.
- <sup>3</sup> An HCV is considered overweight during normal load limits in this report if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 80,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 20,000 pounds; tandem axles spaced 8' or less = 34,000 pounds; tridem axles spaced 9' or less = 43,000 pounds; quad axles spaced 13' or less = 51,000 pounds). Monthly reports use this standard regardless of the time of year however, the Winter Load Increase (WLI) allows a 10% across the board increase in axle and gross vehicle weights without a permit on US, state routes, and county roads. An HCV is considered overweight during Winter Load Increase(WLI) if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 88,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 22,000 pounds; tandem axles spaced 8' or less = 37,400 pounds; tridem axles spaced 9' or less = 47,300 pounds; quad axles spaced 13' or less = 56,100 pounds). An overweight HCV is only included once in the overweight volume calculations regardless of how many of the aforementioned conditions are violated. For information on MN weight limit dates and statutes: [http://www.mrr.dot.state.mn.us/research/seasonal\\_load\\_limits/sllindex.asp](http://www.mrr.dot.state.mn.us/research/seasonal_load_limits/sllindex.asp)
- <sup>4</sup> For example, Class 9s and 10s can legally have gross vehicle weights up to 80,000 lbs (with the exception of permitted loads) during normal load limits. To account for measurement error on the WIM scales, those exceeding 10% of the legal GVW maximum (or 1.1 times the legal GVW) should be screened (e.g., 80,000 lbs + 8,000 lbs = 88,000 lbs). Similarly during WLI vehicles weighing 96,800 lbs should be screened.

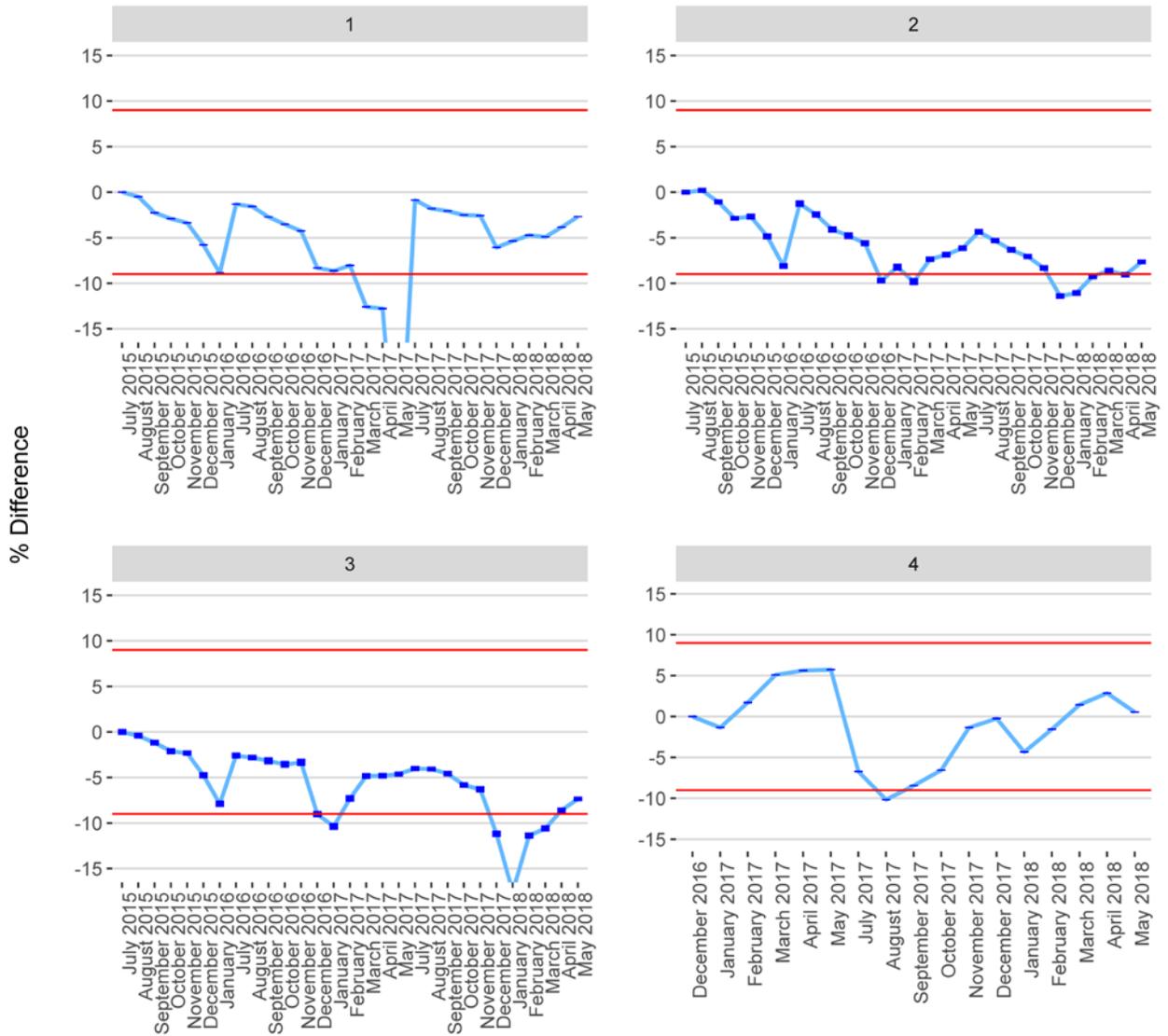
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Figure 1 - Monthly Class 9 GVW Histogram



Months that have not passed QC parameters are not displayed

Figure 2 - Percent Difference of Front Axle Weight from Last Calibration (+/- 95% CI)



Months that have not passed QC parameters are not displayed

Figure 2 - Average Vehicle Volume vs. Day of the Week

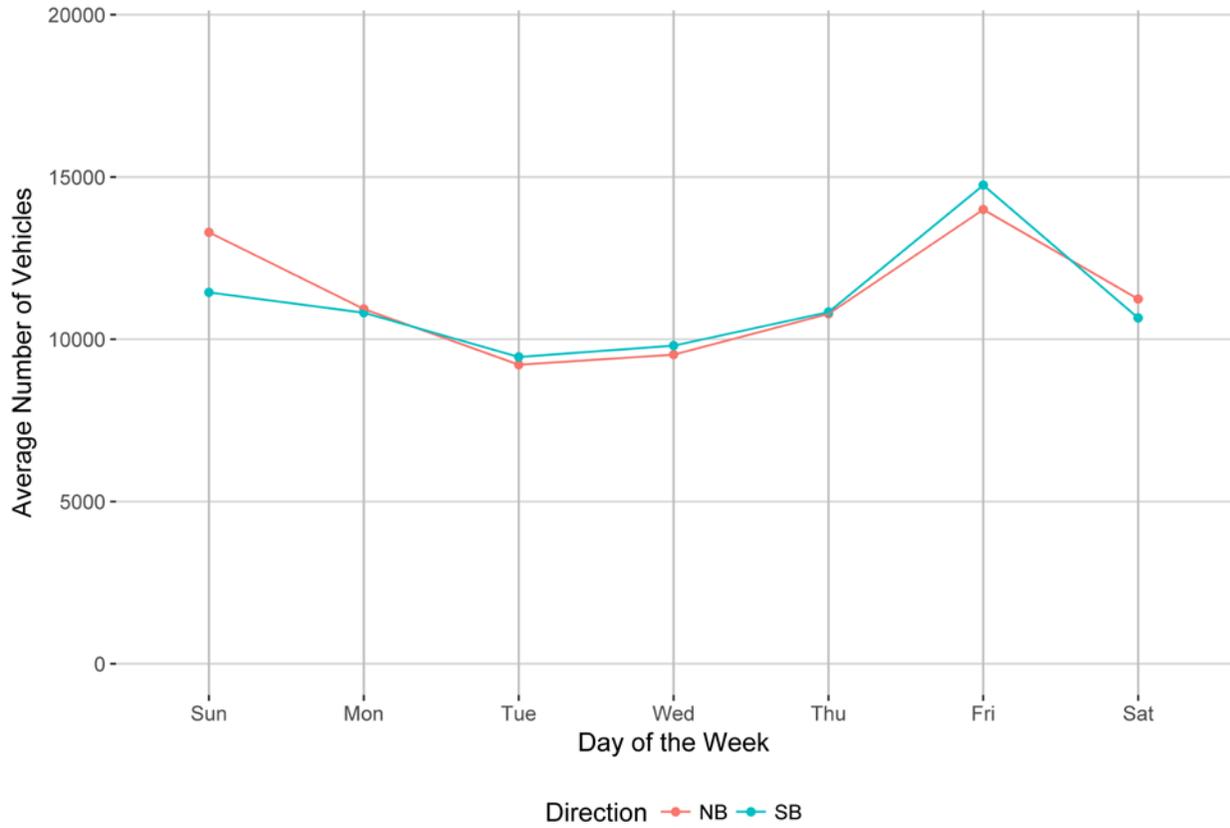


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

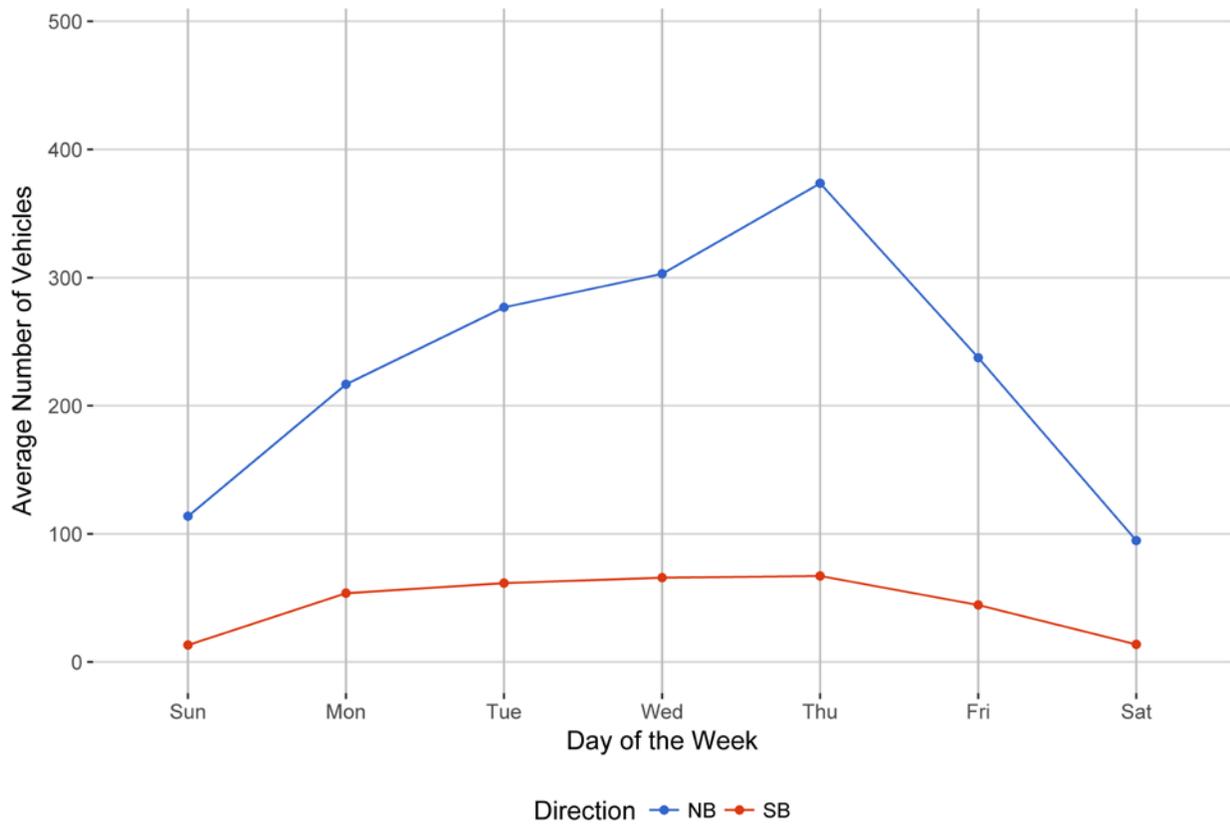


Figure 4 - Passenger Vehicles vs. Hour of the Day

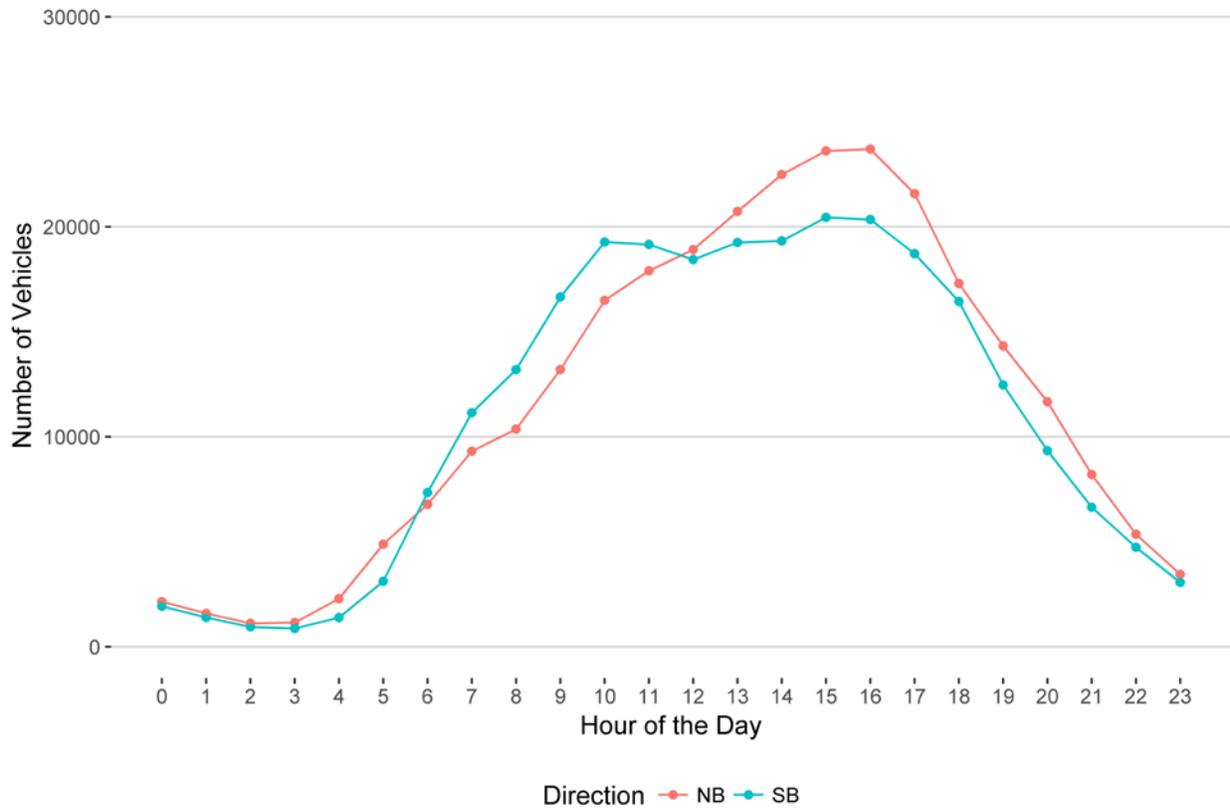


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

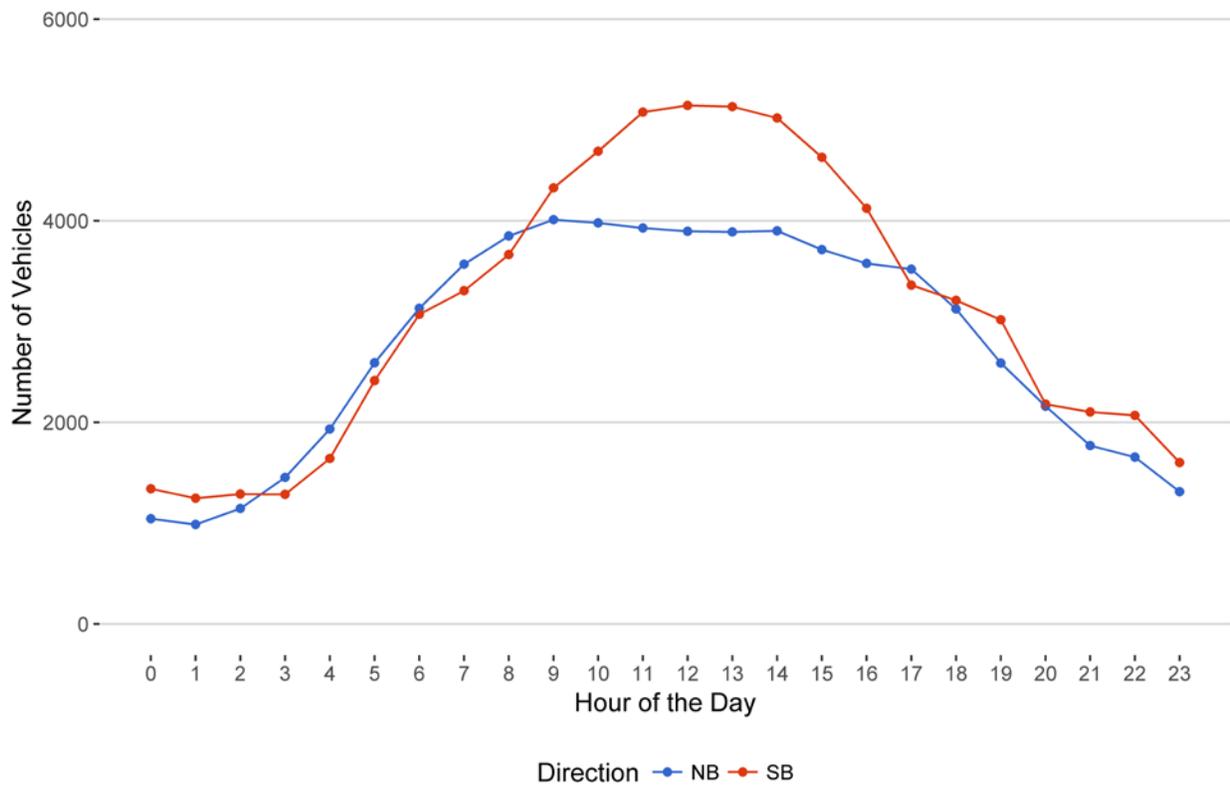


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

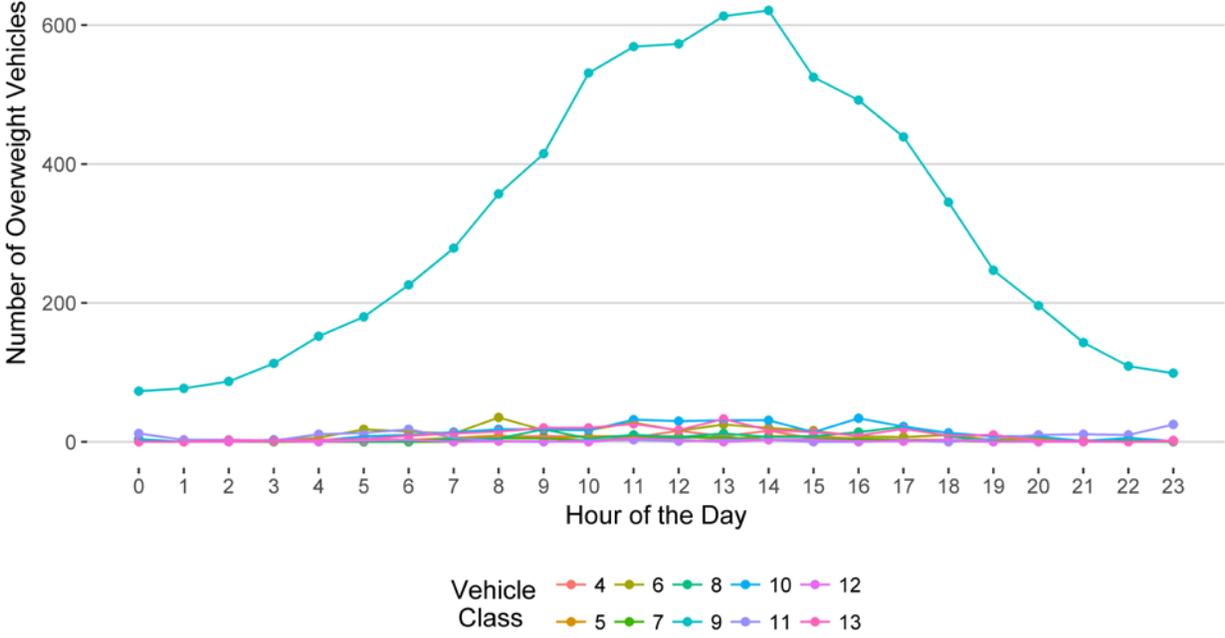


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

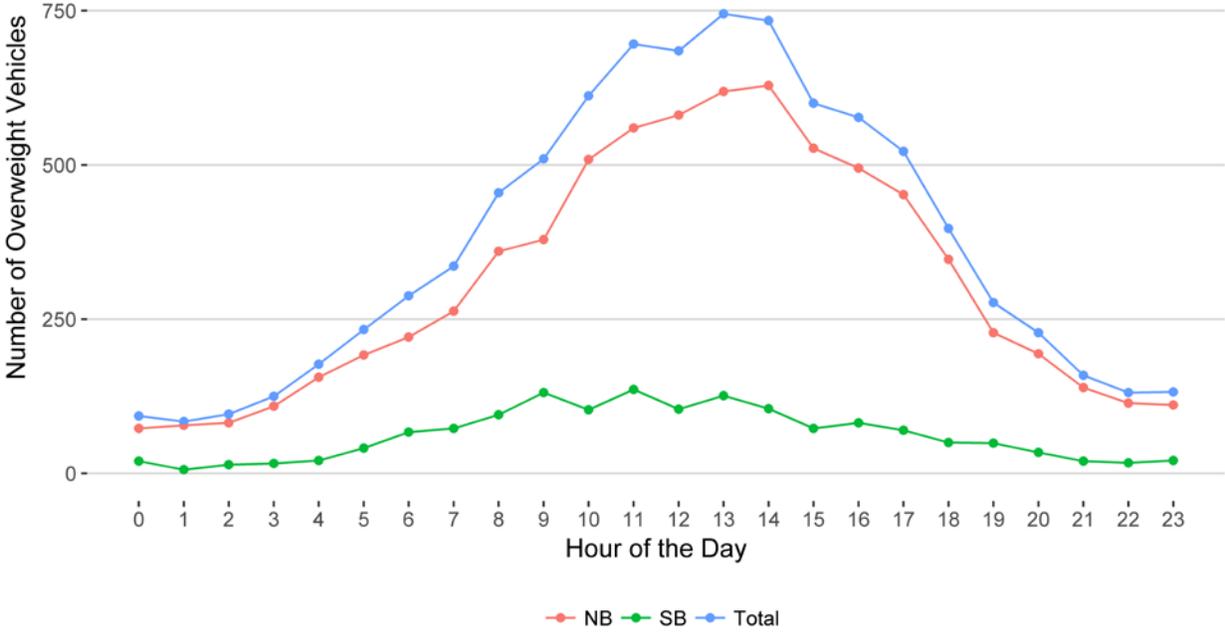
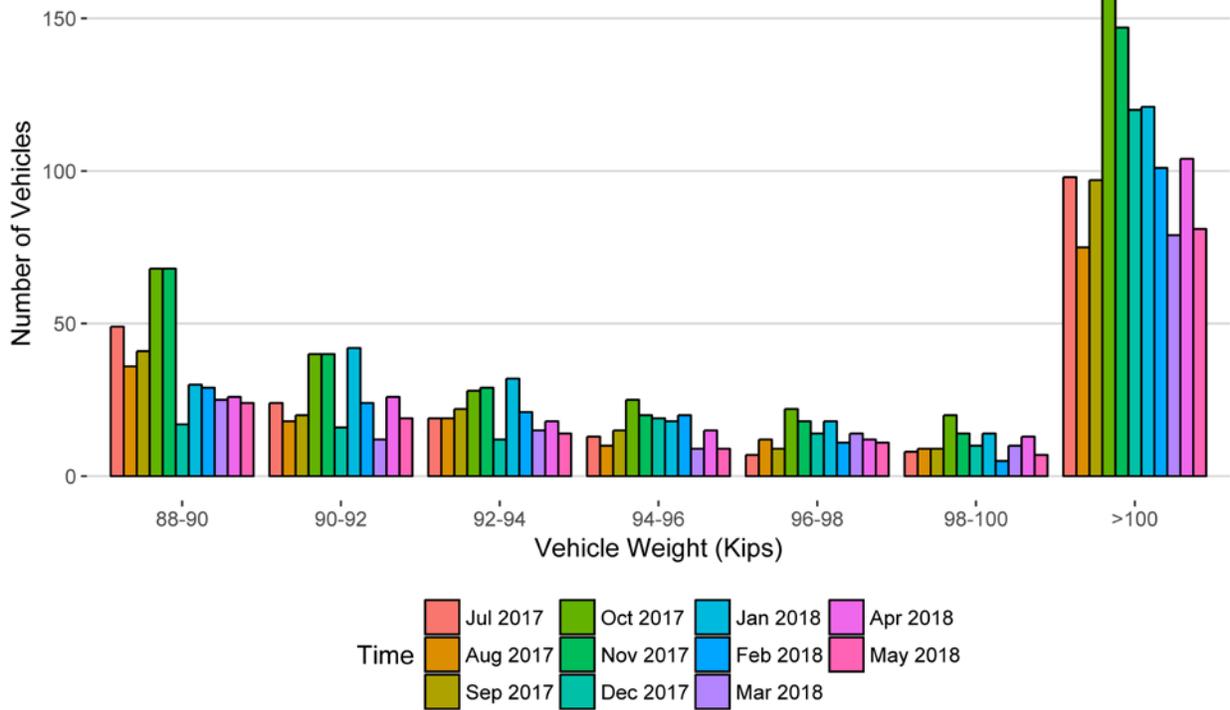
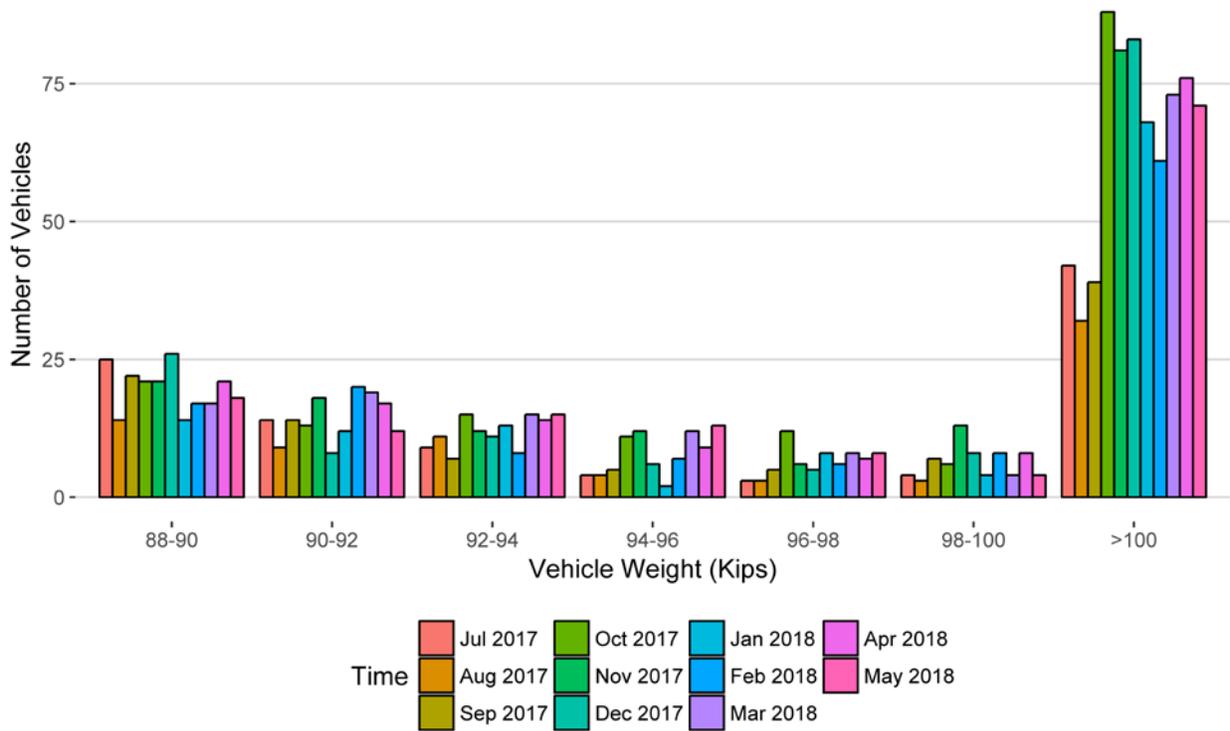


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018
88-90	49	36	41	68	68	17	30	29	25	26	24
90-92	24	18	20	40	40	16	42	24	12	26	19
92-94	19	19	22	28	29	12	32	21	15	18	14
94-96	13	10	15	25	20	19	18	20	9	15	9
96-98	7	12	9	22	18	14	18	11	14	12	11
98-100	8	9	9	20	14	10	14	5	10	13	7
>100	98	75	97	159	147	120	121	101	79	104	81
Total	218	179	213	362	336	208	275	211	164	214	165

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



Vehicle Weights (Kips)	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018
88-90	25	14	22	21	21	26	14	17	17	21	18
90-92	14	9	14	13	18	8	12	20	19	17	12
92-94	9	11	7	15	12	11	13	8	15	14	15
94-96	4	4	5	11	12	6	2	7	12	9	13
96-98	3	3	5	12	6	5	8	6	8	7	8
98-100	4	3	7	6	13	8	4	8	4	8	4
>100	42	32	39	88	81	83	68	61	73	76	71
Total	101	76	99	166	163	147	121	127	148	152	141

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

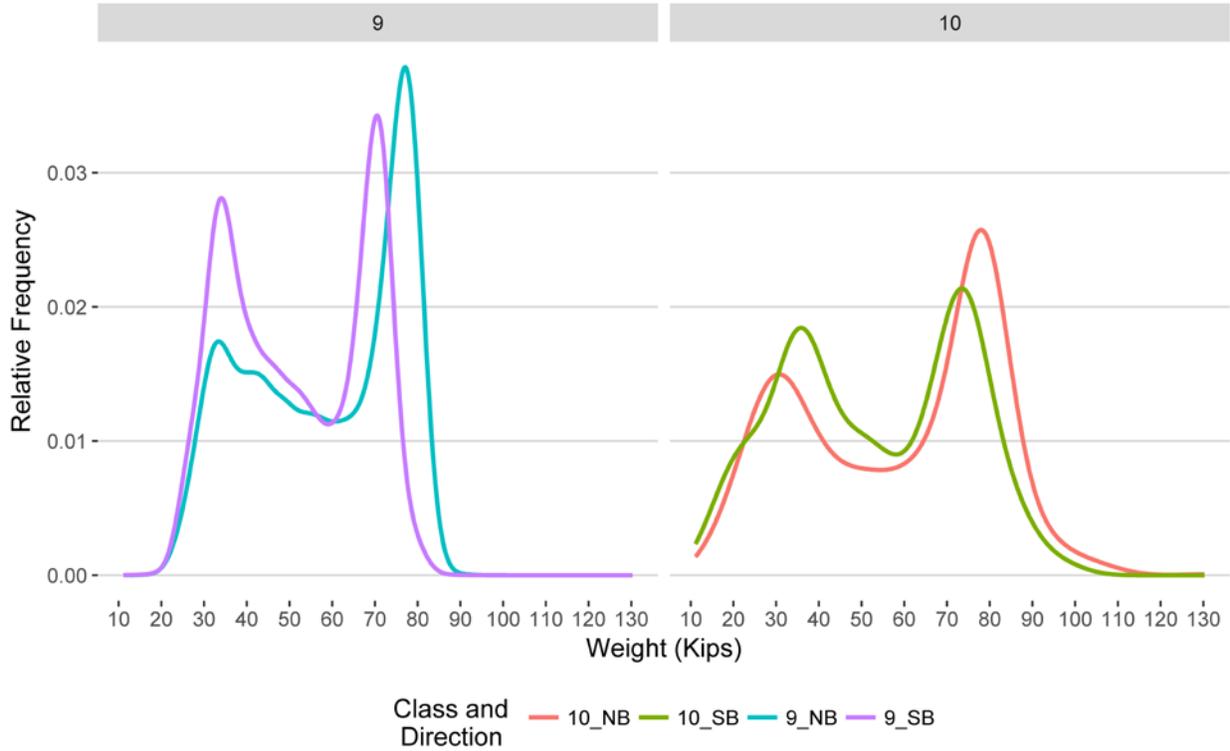


Figure 9 - Freight Percentage by Direction and Class

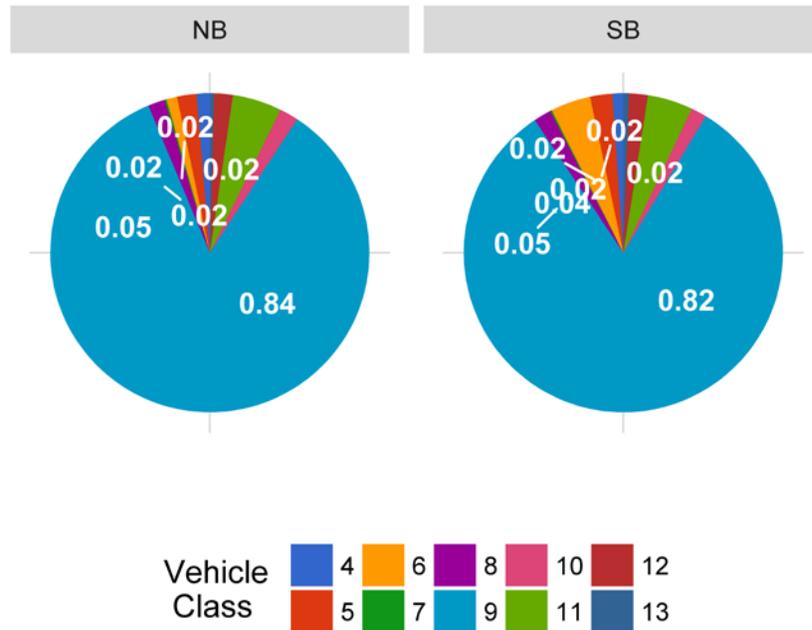


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

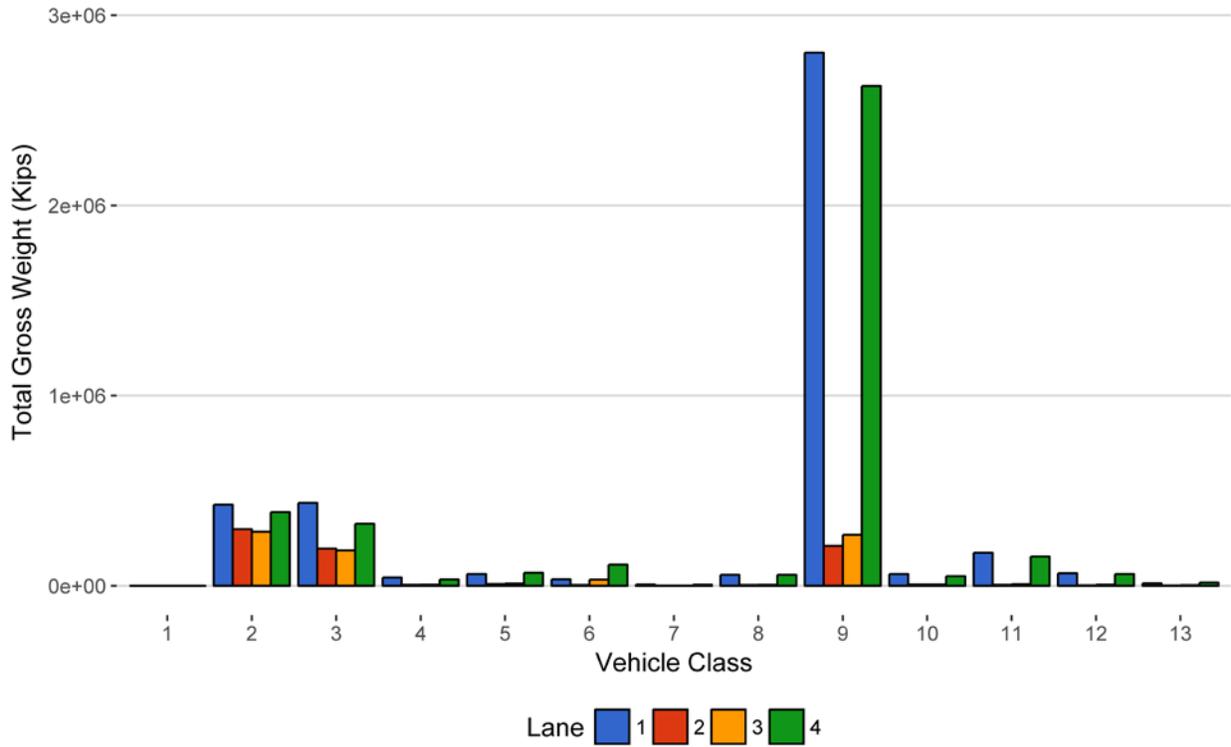


Figure 11 - Total Gross Vehicle Weight I

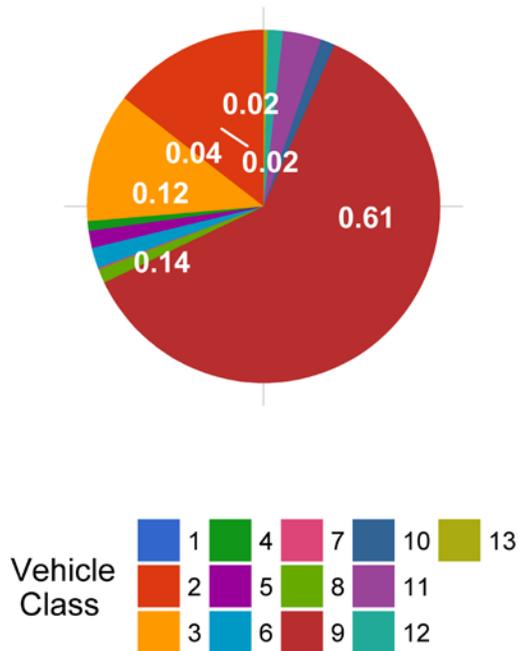


Figure 12 - Total ESALs by Class and Lane

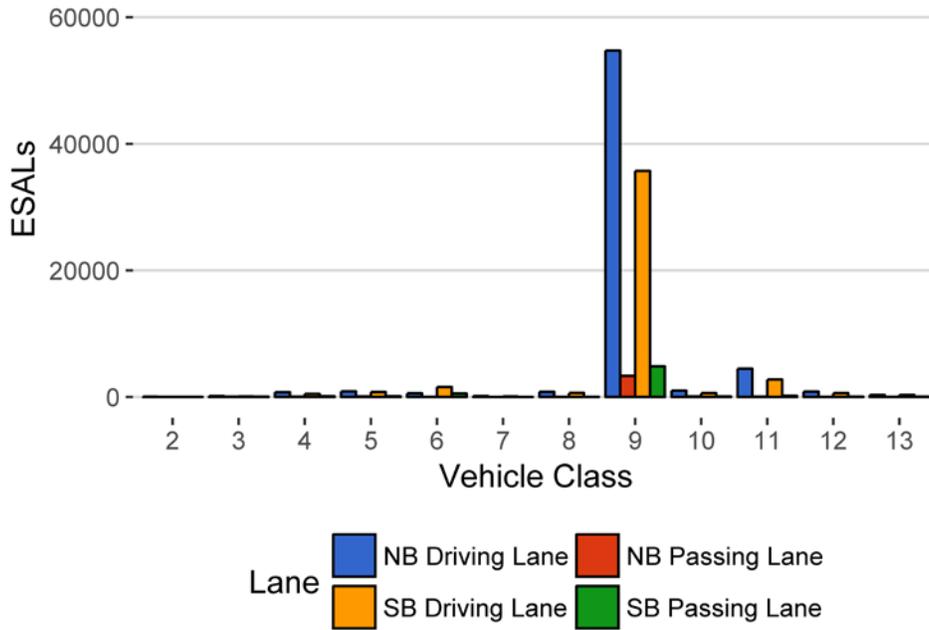
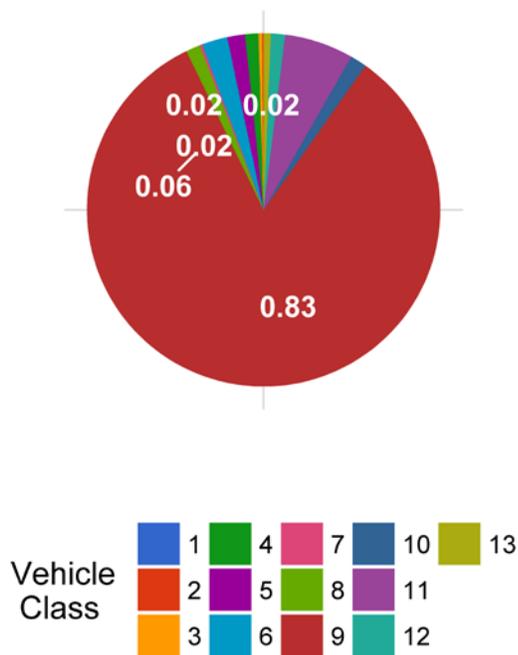


Figure 13 - ESALs by Class



**Table 1 Class 9 Front Axle Weight by Lane**

<i>Month</i>	<i>Lane 1 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 2 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 3 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 4 (kips)</i>	<i>Front Axle +/- 9%</i>
July 2015	12.27	0.00	12.23	0.00	12.81	0.00	NA	NA
August 2015	12.21	-0.49	12.26	0.20	12.75	-0.41	NA	NA
September 2015	12.00	-2.26	12.10	-1.07	12.66	-1.17	NA	NA
October 2015	11.92	-2.91	11.88	-2.86	12.54	-2.10	NA	NA
November 2015	11.86	-3.36	11.90	-2.68	12.51	-2.32	NA	NA
December 2015	11.56	-5.78	11.64	-4.84	12.20	-4.75	NA	NA
January 2016	11.19	-8.86	11.24	-8.09	11.80	-7.88	NA	NA
July 2016	12.11	-1.31	12.08	-1.26	12.47	-2.59	NA	NA
August 2016	12.08	-1.57	11.93	-2.46	12.45	-2.81	NA	NA
September 2016	11.94	-2.72	11.73	-4.09	12.40	-3.17	NA	NA
October 2016	11.84	-3.52	11.65	-4.77	12.35	-3.56	NA	NA
November 2016	11.75	-4.26	11.55	-5.60	12.38	-3.33	NA	NA
December 2016	11.25	-8.31	11.05	-9.70	11.65	-9.02	10.76	0.00
January 2017	11.21	-8.63	11.22	-8.23	11.48	-10.37	10.61	-1.32
February 2017	11.29	-8.03	11.03	-9.81	11.87	-7.30	10.94	1.71
March 2017	10.73	-12.57	11.33	-7.36	12.19	-4.83	11.31	5.10
April 2017	10.71	-12.77	11.39	-6.86	12.19	-4.81	11.36	5.62
May 2017	8.20	-33.19	11.48	-6.14	12.21	-4.62	11.37	5.73
July 2017	12.17	-0.87	11.70	-4.35	12.29	-4.01	10.04	-6.71
August 2017	12.05	-1.80	11.58	-5.32	12.29	-4.07	9.66	-10.16
September 2017	12.02	-2.06	11.46	-6.32	12.22	-4.57	9.85	-8.44
October 2017	11.97	-2.50	11.37	-7.06	12.06	-5.83	10.05	-6.54
November 2017	11.96	-2.57	11.21	-8.32	12.00	-6.30	10.61	-1.35
December	11.53	-6.06	10.84	-11.40	11.37	-11.18	10.73	-0.24

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2017								
January 2018	11.62	-5.36	10.88	-11.06	10.56	-17.53	10.29	-4.32
February 2018	11.69	-4.72	11.10	-9.22	11.35	-11.37	10.59	-1.55
March 2018	11.67	-4.90	11.18	-8.61	11.45	-10.59	10.91	1.44
April 2018	11.80	-3.83	11.12	-9.07	11.71	-8.59	11.06	2.86
May 2018	11.94	-2.68	11.30	-7.65	11.86	-7.35	10.82	0.54

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**Table 2 Vehicle Classification Data**

<i>Vehicle Class</i>	<i>Monthly Average Daily Volume</i>	<i>Monthly Total Volume</i>	<i>Monthly Total Volume Percentage</i>	<i>Monthly Total Overweight Vehicles</i>	<i>Monthly Total Overweight Percentage</i>
1	2	69	0	0	0
2	12167	377178	52.4	0	0
3	6254	193877	26.9	0	0
4	110	3415	0.5	104	1.2
5	329	10202	1.4	86	1
6	213	6591	0.9	267	3
7	9	290	0	45	0.5
8	134	4154	0.6	134	1.5
9	3623	112300	15.6	7461	84.4
10	75	2328	0.3	325	3.7
11	199	6173	0.9	144	1.6
12	78	2426	0.3	28	0.3
13	13	398	0.1	246	2.8
<b>TOTAL</b>	<b>23206</b>	<b>719401</b>	<b>100</b>	<b>8840</b>	<b>100</b>

**Table 3 Top 10 Gross Vehicle Weight, Class 9 and 10**

<i>Date</i>	<i>Day of Week</i>	<i>Time</i>	<i>Vehicle Class</i>	<i>Direction</i>	<i>Lane</i>	<i>GVW (lbs)</i>
2018-05-29	Tuesday	09:23:59	9	SB	4	146.44
2018-05-09	Wednesday	10:12:50	9	SB	4	139.94
2018-05-22	Tuesday	11:48:48	10	NB	1	130.32
2018-05-21	Monday	09:06:02	9	SB	4	122.28
2018-05-30	Wednesday	10:49:19	9	SB	4	121.44
2018-05-14	Monday	16:42:39	10	NB	1	117.5
2018-05-24	Thursday	08:21:51	10	NB	1	114.92
2018-05-27	Sunday	16:12:39	10	NB	1	110.74
2018-05-03	Thursday	17:51:57	10	NB	1	110.23
2018-05-22	Tuesday	11:38:05	10	NB	1	106.98

**Table 4 Freight Summary**

<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	NB	15	1819	198	10.9	44827	2599	10256
5	NB	8	4512	442	9.8	67520	3093	17480
6	NB	19	1405	376	26.8	31801	6409	6125
7	NB	11.5	157	0	0	7067	0	2631
8	NB	31	1924	947	49.2	39012	22318	4363
9	NB	33	51534	5553	10.8	2850715	162455	666671
10	NB	33.5	1165	260	22.3	61475	6902	15579
11	NB	36.5	2911	96	3.3	174947	2864	36100
12	NB	36.5	1143	26	2.3	67358	823	13294
13	NB	31.5	156	0	0	14685	0	4885
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>66726</b>	<b>7898</b>	<b>****</b>	<b>3359407</b>	<b>****</b>	<b>777383</b>
<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	SB	15	1444	262	18.1	35718	3323	8994
5	SB	8	5236	654	12.5	75013	4604	19178
6	SB	19	4893	842	17.2	128686	14496	25858
7	SB	11.5	120	0	0	5767	0	2193
8	SB	31	2045	1072	52.4	37277	25822	3557
9	SB	33	55767	8270	14.8	2653730	242288	543164
10	SB	33.5	1059	219	20.7	51037	5436	11449
11	SB	36.5	2987	303	10.1	152325	9748	27180
12	SB	36.5	1175	27	2.3	66681	890	12389
13	SB	31.5	224	0	0	19919	0	6431
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>74950</b>	<b>11649</b>	<b>****</b>	<b>3226152</b>	<b>****</b>	<b>660394</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>141676</b>	<b>19547</b>	<b>284</b>	<b>6585559</b>	<b>514072</b>	<b>1437777</b>

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

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
1	34	1	2	43	81	0
2	426072	297414	283709	387232	1394426	14.5
3	435917	195930	185974	325711	1143532	11.9
4	42957	4469	5913	33128	86466	0.9
5	61700	8912	10922	68695	150229	1.6
6	34233	3977	32497	110685	181392	1.9
7	6189	878	580	5187	12834	0.1
8	57626	3705	5080	58019	124430	1.3
9	2803525	209646	267872	2628145	5909188	61.3
10	61719	6658	6379	50094	124851	1.3
11	173201	4610	7913	154160	339884	3.5
12	65742	2440	5730	61841	135752	1.4
13	12928	1757	2758	17161	34604	0.4
<b>TOTAL</b>	<b>4181842</b>	<b>740396</b>	<b>815330</b>	<b>3900101</b>	<b>9637669</b>	<b>100</b>
<b>GVW/LANE</b>	<b>43.39</b>	<b>7.68</b>	<b>8.46</b>	<b>40.47</b>	<b>100</b>	<b>0</b>

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

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0	0	0.0149
2	53	34	33	36	156	0.13	9e-04
3	166	61	62	105	394	0.33	0.0043
4	760	73	133	493	1458	1.23	0.89
5	896	110	137	783	1926	1.62	0.4
6	597	52	561	1583	2793	2.35	0.89
7	166	14	10	95	285	0.24	2.03
8	829	34	52	633	1549	1.3	0.78
9	54732	3345	4847	35735	98659	83.01	1.84
10	997	90	99	616	1802	1.52	1.62
11	4483	82	179	2766	7510	6.32	2.54
12	840	23	69	610	1542	1.3	1.33
13	344	33	60	345	782	0.66	4.02
<b>TOTAL</b>	<b>64864</b>	<b>3950</b>	<b>6240</b>	<b>43802</b>	<b>118855</b>	<b>100</b>	<b>16</b>
<b>ESALS/LANE</b>	<b>54.6</b>	<b>3.3</b>	<b>5.3</b>	<b>36.9</b>	<b>100</b>	<b>--</b>	<b>--</b>

**Table 7 Site Summary: Volume and Vehicle Class**

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCAD T</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>	<i>Heavy Commercial Vehicles in Driving Lane %</i>	<i>Heavy Commercial Vehicles in Passing Lane %</i>
Jul 2017	754845	24350	4127	626895	83	127950.4	17	91.8	8.2
Aug 2017	757566	24438	4575	615745	81.3	141821.5	18.7	92	8
Sep 2017	664495	22150	4449	531039	79.9	133456.3	20.1	92.4	7.6
Oct 2017	667623	21536	4620	524413	78.5	143210	21.5	92.4	7.6
Nov 2017	630878	21029	4385	499321	79.1	131556.6	20.9	92.9	7.1
Dec 2017	598759	19315	3752	482443	80.6	116315.6	19.4	91.9	8.1
Jan 2018	498163	16070	3966	375222	75.3	122941	24.7	88.4	11.6
Feb 2018	464482	16589	4150	348276	75	116206.3	25	92	8
Mar 2018	610968	19709	4160	482021	78.9	128946.7	21.1	93.1	6.9
Apr 2018	580205	19340	4325	450468	77.6	129736.9	22.4	91.8	8.2
May 2018	719401	23206	4783	571124	79.4	148276.5	20.6	91.1	8.9
<b>TOTAL</b>	<b>6947385</b>	<b>--</b>	<b>--</b>	<b>5506967</b>	<b>--</b>	<b>1440418</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>AVERAGE</b>	<b>631580</b>	<b>20703</b>	<b>4299</b>	<b>500633</b>	<b>79</b>	<b>130947</b>	<b>21</b>	<b>92</b>	<b>8</b>

## ESALS

<i>Month</i>	<i>ESALS NB Passing Lane</i>	<i>ESALS NB Driving Lane</i>	<i>ESALS SB Driving Lane</i>	<i>ESALS SB Passing Lane</i>	<i>Total ESALS</i>	<i>Driving Lane ESALS %</i>	<i>Passing Lane ESALS %</i>	<i>Pavement Life Decrease Months</i>
Jul 2017	66720	3241	6008	25285	101254	91	9	1.2
Aug 2017	69080	3469	6450	25712	104710	91	9	1.1
Sep 2017	61593	3080	5710	28145	98528	91	9	1.3
Oct 2017	66601	3451	5521	34297	109870	92	8	2.1
Nov 2017	60237	2750	4767	39203	106958	93	7	2.4
Dec 2017	151523	2537	4138	37192	195390	97	3	1.5
Jan 2018	46740	3145	5747	31738	87370	90	10	2.6
Feb 2018	45003	2704	4412	36670	88789	92	8	1.3
Mar 2018	51869	2660	4158	45512	104199	93	7	0.8
Apr 2018	53425	3150	5206	45592	107375	92	8	1.2
May 2018	65022	3953	6376	43927	119277	91	9	0.8
<b>TOTAL</b>	<b>737814</b>	<b>34139</b>	<b>58493</b>	<b>393273</b>	<b>1223719</b>	--	--	--
<b>AVERAGE</b>	<b>67074</b>	<b>3104</b>	<b>5318</b>	<b>35752</b>	<b>111247</b>	<b>92</b>	<b>8</b>	<b>2</b>

## Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Passing Lane</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Passing Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Jul 2017	3275872	466854	698236	2966421	7407383
Aug 2017	3170037	420956	496963	3061183	7149139
Sep 2017	3711268	525438	606268	3615881	8458855
Oct 2017	3624977	545528	630879	3546495	8347880
Nov 2017	4186867	740631	818945	3906425	9652869
Dec 2017	4253488	719594	871398	3030735	8875215
Jan 2018	4432717	728852	896071	3276409	9334050
Feb 2018	3995653	604537	753105	3271699	8624994
Mar 2018	4193508	627103	742411	3610520	9173542
Apr 2018	3855881	557231	673377	3560603	8647091
May 2018	3245594	531065	608746	3263953	7649358
<b>TOTAL</b>	<b>41945864</b>	<b>6467789</b>	<b>7796399</b>	<b>37110324</b>	<b>93320375</b>
<b>AVERAGE</b>	<b>3813260</b>	<b>587981</b>	<b>708764</b>	<b>3373666</b>	<b>8483670</b>

## Overweight Vehicles

<i>Month</i>	<i>Total Number of Overweight Vehicles</i>	<i>Overweight / Total Volume</i>	<i>Overweight / Heavy Commercial Volume</i>	<i>Number Over 88,000 lbs</i>	<i>Number Over 98,000 lbs</i>
Jul 2017	11190	1.6	9.2	324	154
Aug 2017	9790	1.4	7.2	259	120
Sep 2017	8219	1.3	6.4	314	154
Oct 2017	8706	1.4	6.3	535	276
Nov 2017	8945	1.5	7	502	256
Dec 2017	3916	0.7	3.4	479	326
Jan 2018	4115	0.9	3.5	400	207
Feb 2018	4373	1	3.9	340	176
Mar 2018	5137	0.9	4.1	314	166
Apr 2018	6713	1.2	5.4	367	201
May 2018	8892	1.3	6.2	310	163
<b>TOTAL</b>	<b>79996</b>	<b>--</b>	<b>--</b>	<b>4144</b>	<b>2199</b>
<b>AVERAGE</b>	<b>7272.4</b>	<b>1.2</b>	<b>5.7</b>	<b>376.7</b>	<b>199.9</b>

## Freight

<i>Month</i>	<i>NB Freight Tons</i>	<i>SB Freight Tons</i>	<i>Total Freight</i>	<i>NB Freight %</i>	<i>SB Freight %</i>
Jul 2017	760488	443394	1203881	63.2	36.8
Aug 2017	804558	481610	1286168	62.6	37.4
Sep 2017	725921	495253	1221175	59.4	40.6
Oct 2017	790336	566563	1356900	58.2	41.8
Nov 2017	707648	586202	1293850	54.7	45.3
Dec 2017	542161	526583	1068744	50.7	49.3
Jan 2018	600277	513278	1113555	53.9	46.1
Feb 2018	574758	537046	1111805	51.7	48.3
Mar 2018	650592	625947	1276539	51	49
Apr 2018	658557	636211	1294768	50.9	49.1
May 2018	777383	660394	1437777	54.1	45.9
<b>TOTAL</b>	<b>7592680</b>	<b>6072482</b>	<b>13665162</b>	--	--
<b>AVERAGE</b>	<b>690243.6</b>	<b>552043.8</b>	<b>1242287.4</b>	<b>55.5</b>	<b>44.5</b>