

NOVEMBER 2019



05/18/2010



06/28/2010

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

**MONTHLY
REPORT**

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 November 2019. Volume was computed using all monthly data.

System Calibration

WIM #26 was most recently calibrated on 2018-11-09. Table 1 summarizes the front axle weights of class 9s by lane ¹. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation ². 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: 597113 | Passenger Vehicles: 476632 | Heavy Commercial Vehicles: 120481

Monthly Average Daily Traffic (MADT): 19745 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 4016

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 Wednesdays. SB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Wednesdays (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 120481 HCVs, 23922 of them were overweight ³. These overweight HCVs contributed to 4.3% of total monthly volume, and 21.4% 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 Mondays, with lowest volumes reported on Sundays. See Figure 3 . The top two overweight violators by class were the class 9 and class 11 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 89.2% 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 November.

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

Using normal load limits ,6530 NB vehicles exceeded 88,000 pounds (6017 vehicles were Class 9's; 259 vehicles were Class 10's). Of vehicles traveling SB,

128 NB vehicles exceeded 88,000 pounds (61 vehicles were Class 13's; 49 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from November 2019.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in November 2019. 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 1328307 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (68.8%) than SB (31.2%). 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 597113 vehicles with a combined GVW of 8159245 kips (1 kip = 1,000 pounds = 0.5 tons) in November 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 133077 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 74.8% of all ESALs were recorded NB while 25.2% was observed SB. In particular, 84% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 60% 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>

- ¹ 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
- ² 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.
- ³ 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
- ⁴ 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

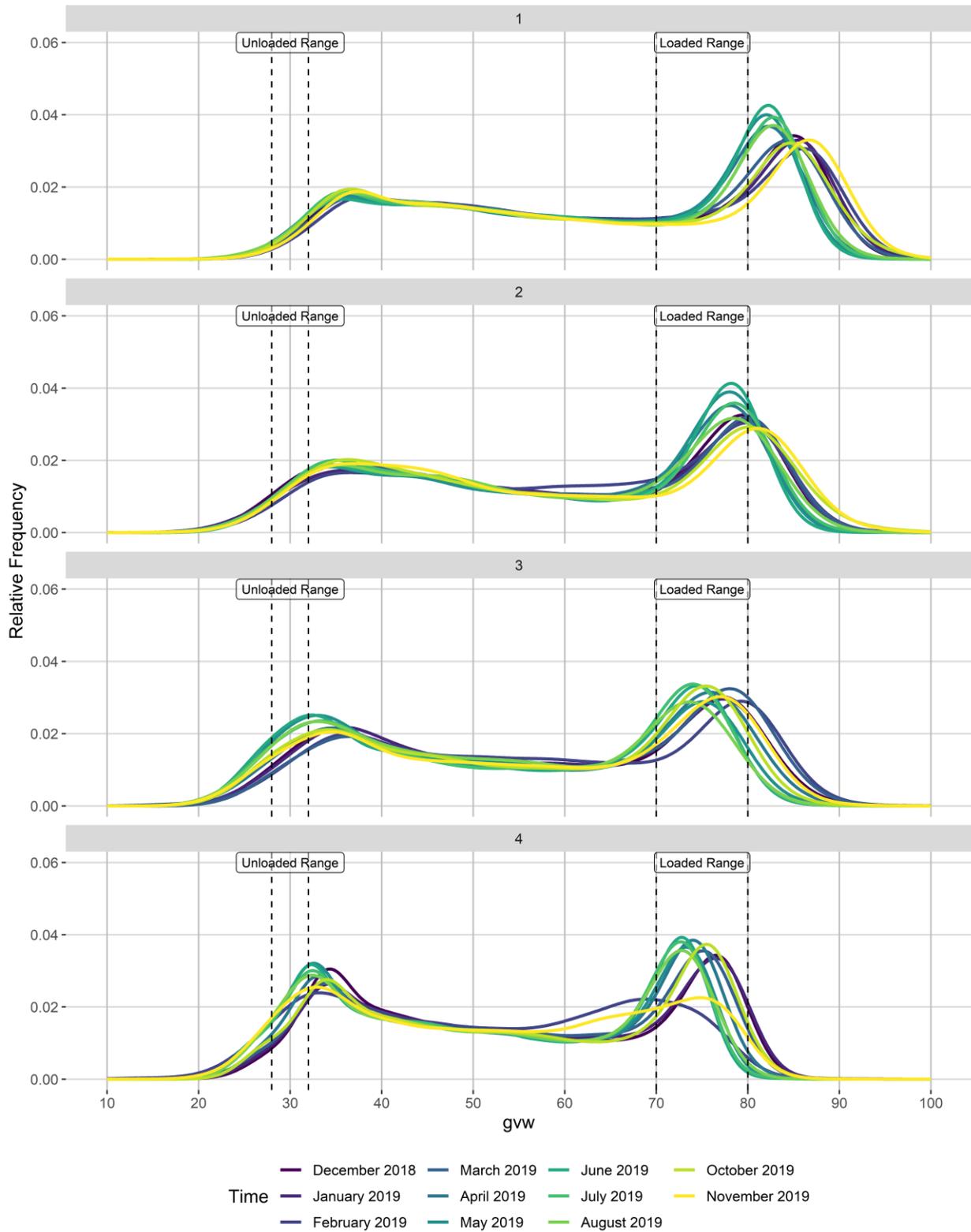
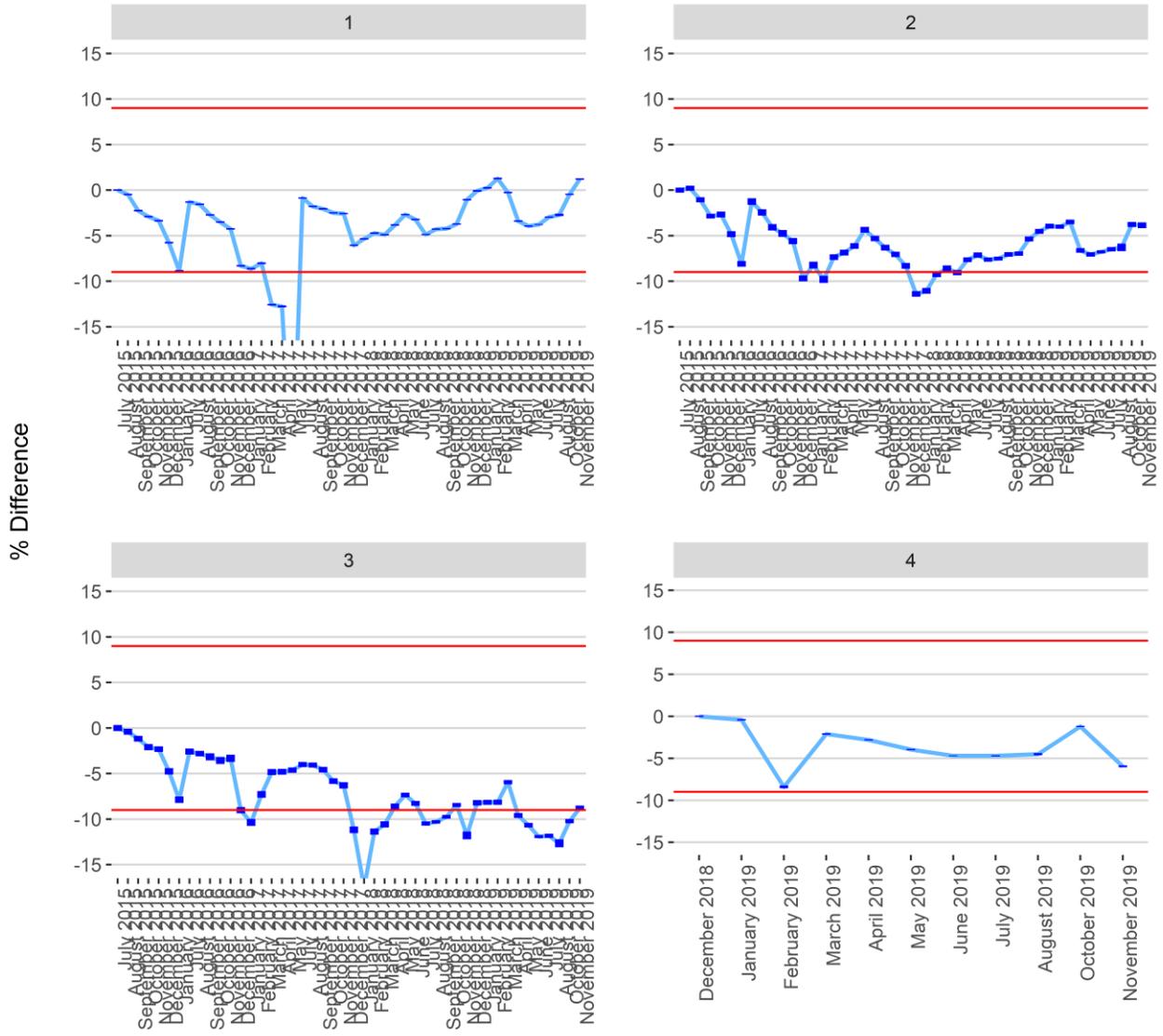


Figure 2 - Percent Difference of Front Axle Weight from Last Calibration (+/- 95% CI)



Months that have not passed QC parameters are not displayed

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

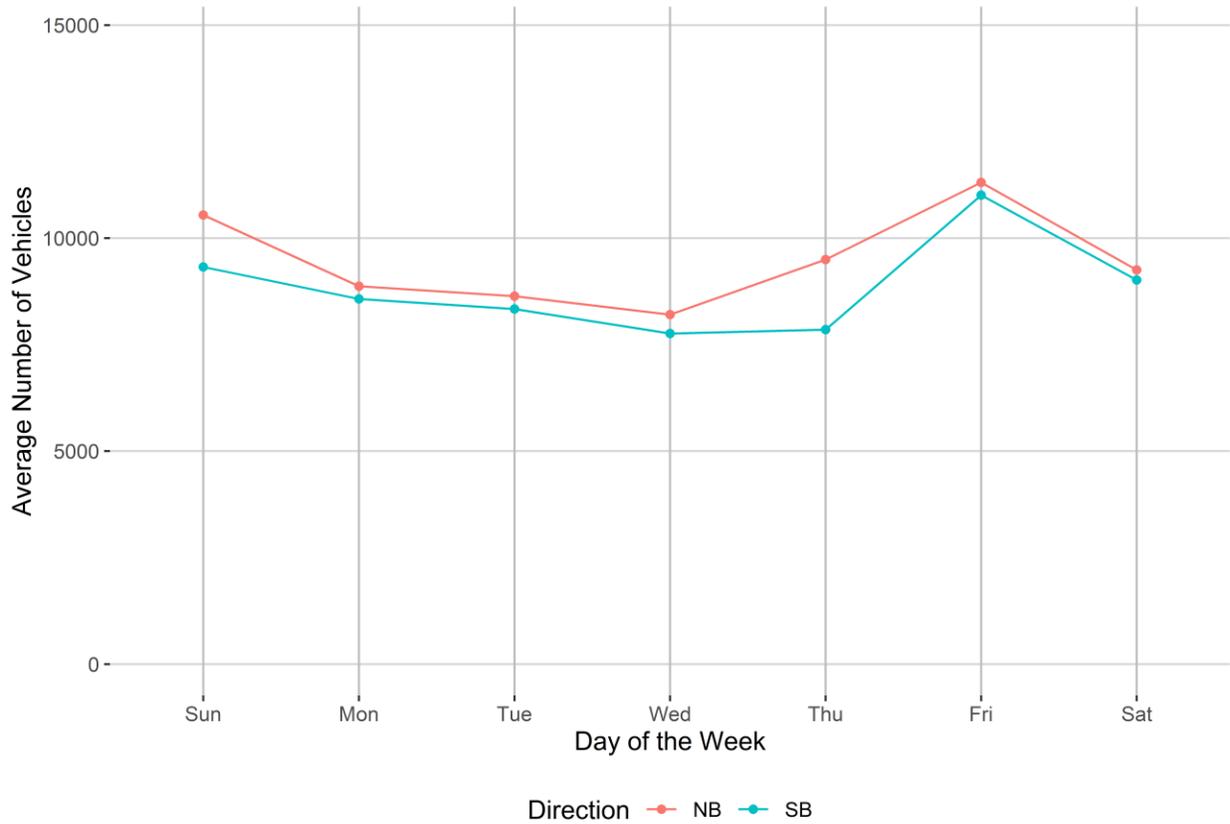


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

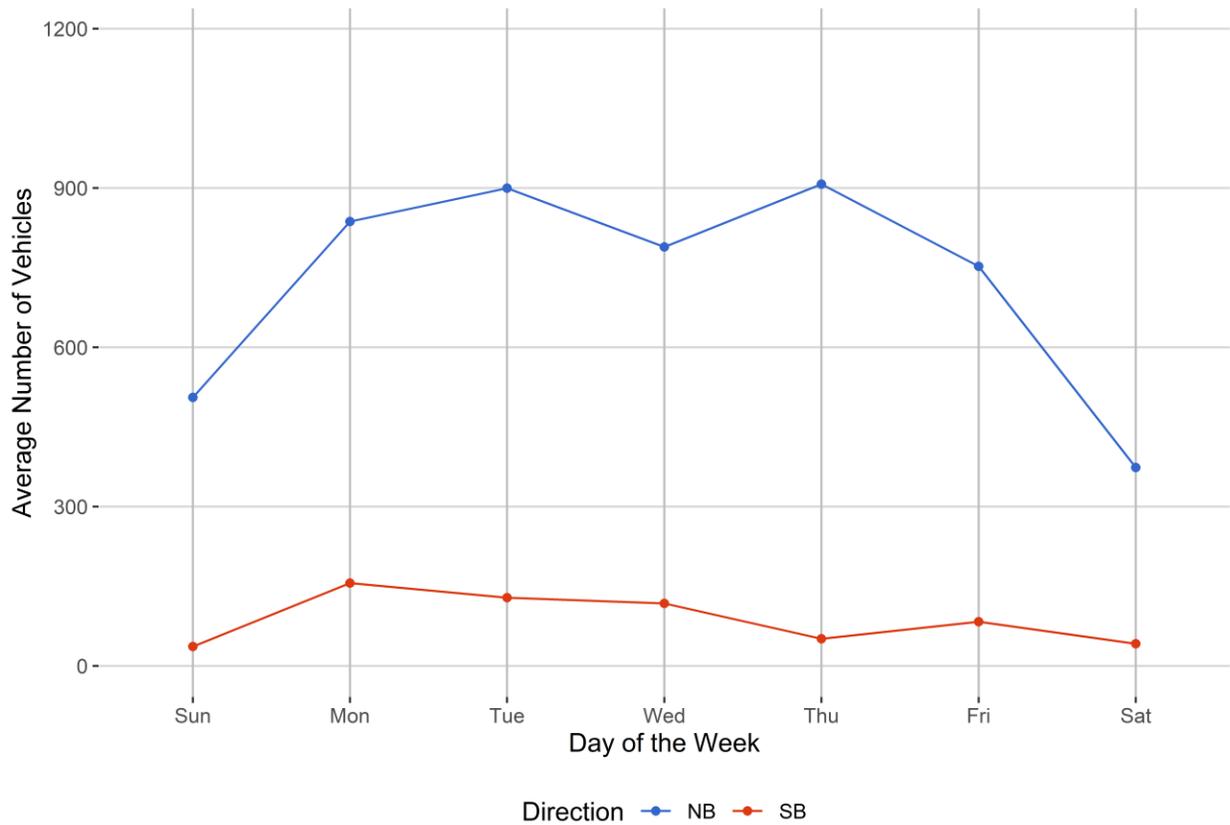


Figure 4 - Passenger Vehicles vs. Hour of the Day

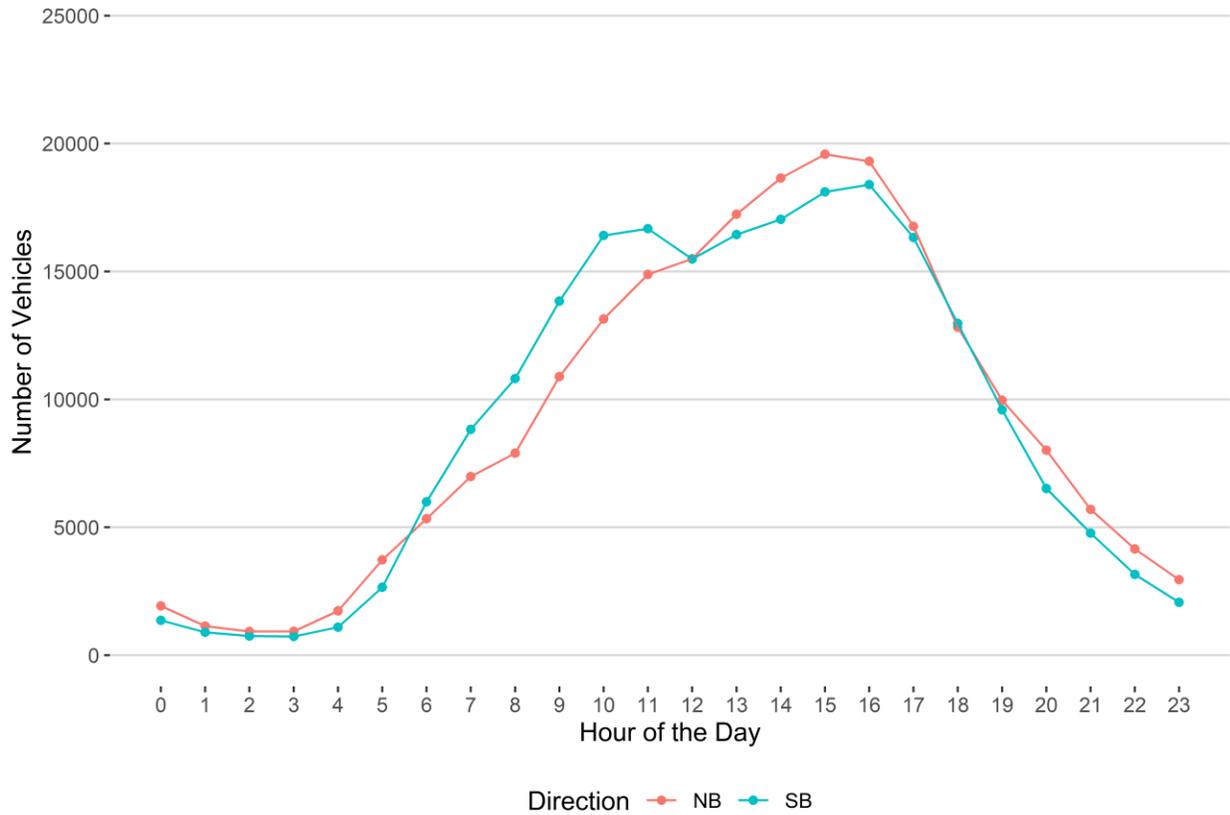


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

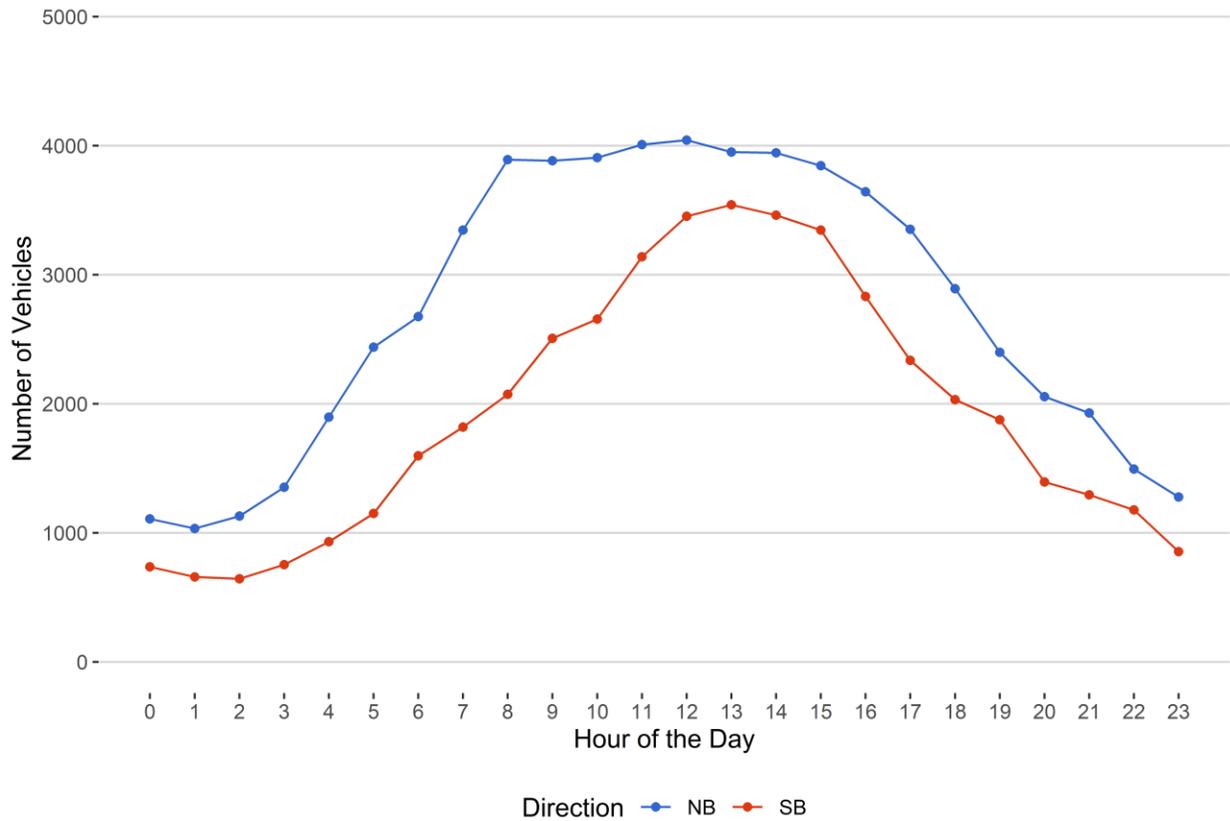


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

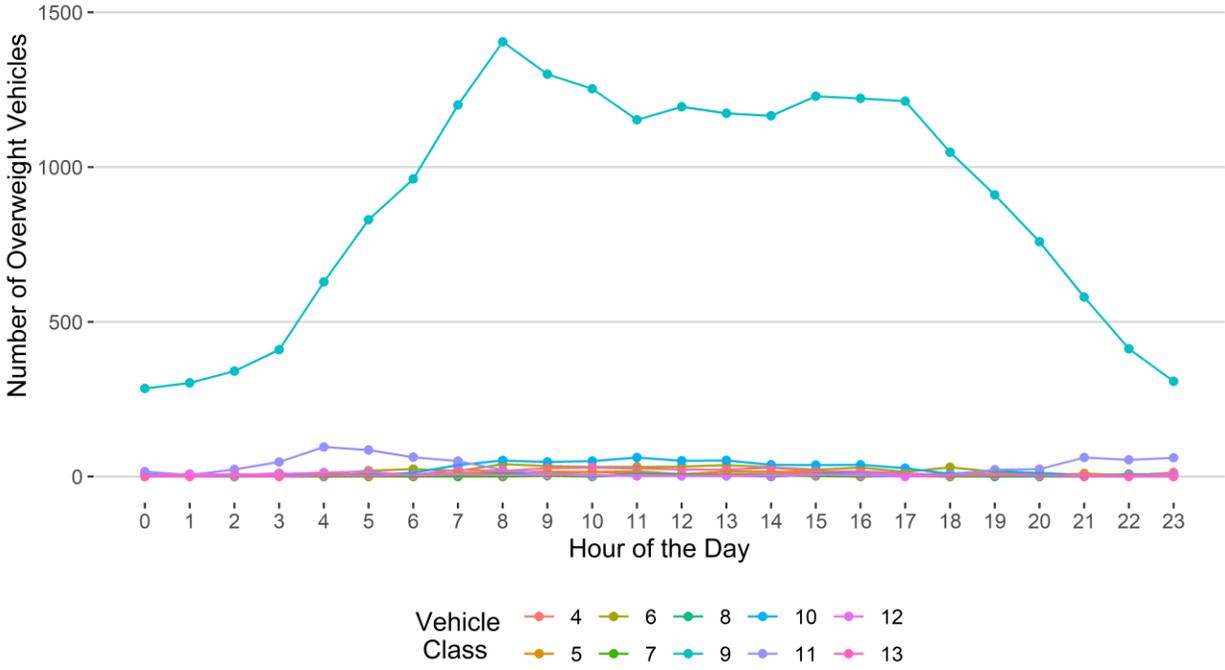


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

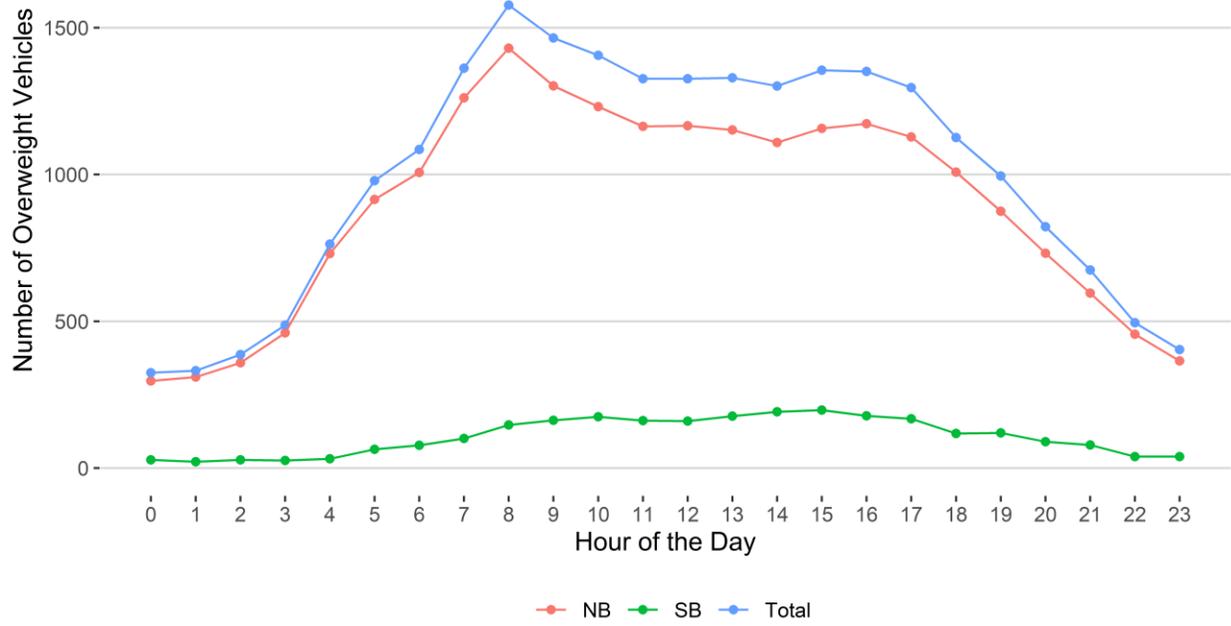
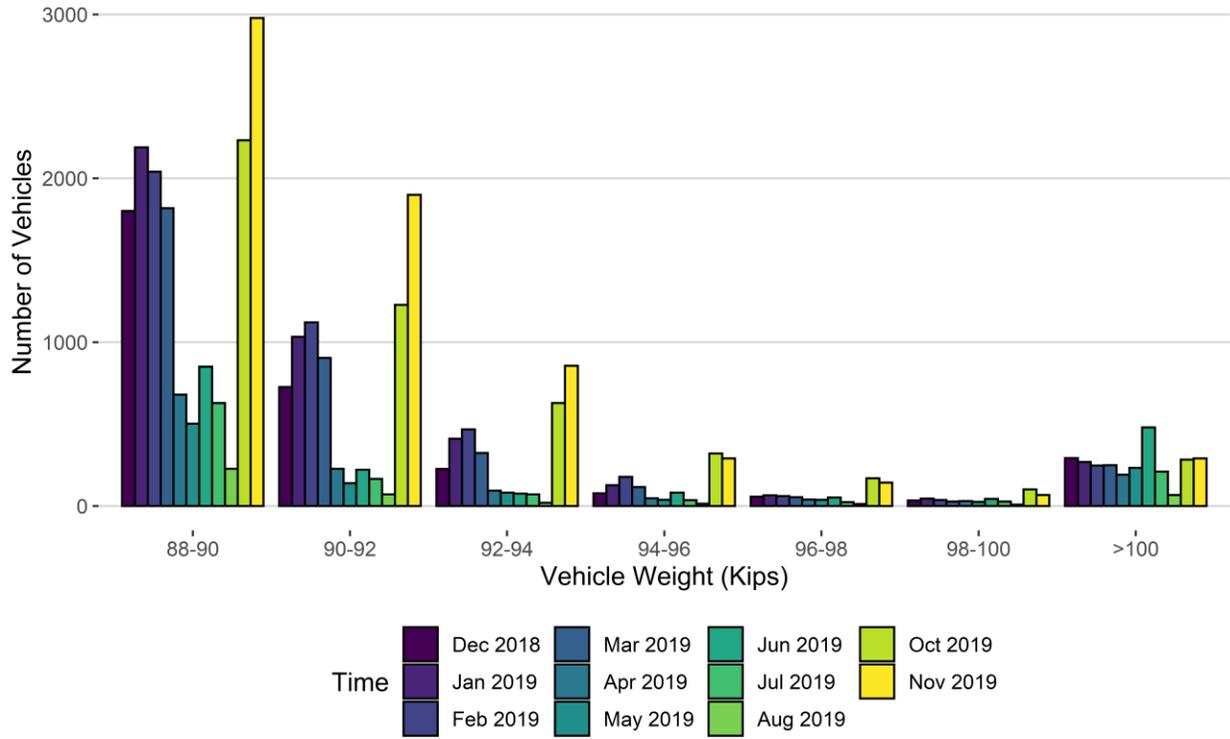
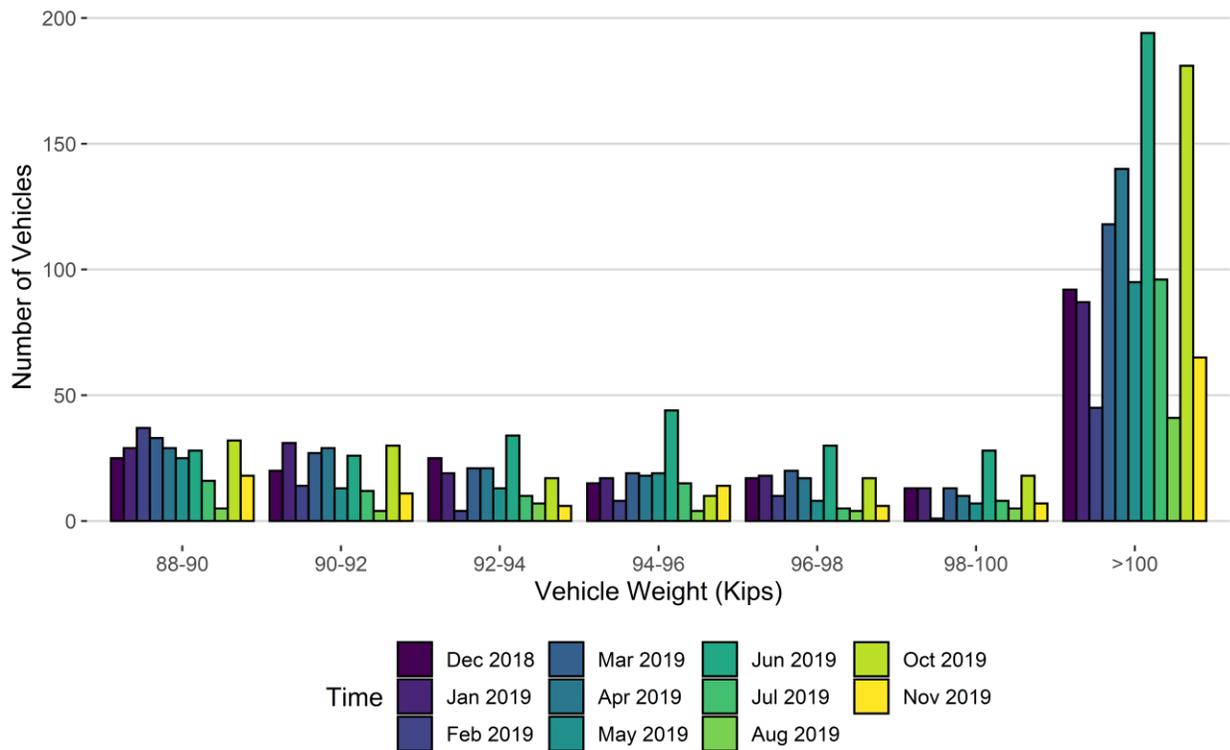


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Oct 2019	Nov 2019
88-90	1801	2189	2040	1818	680	503	850	629	227	2232	2978
90-92	726	1033	1121	904	227	139	222	166	71	1228	1899
92-94	226	411	468	324	94	82	76	71	20	629	856
94-96	78	127	178	116	47	38	82	36	14	321	291
96-98	57	65	61	54	40	38	52	24	12	170	143
98-100	34	46	37	28	30	26	44	28	9	101	67
>100	293	269	247	249	191	233	480	210	67	283	291
Total	3215	4140	4152	3493	1309	1059	1806	1164	420	4964	6525

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



Vehicle Weights (Kips)	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Oct 2019	Nov 2019
88-90	25	29	37	33	29	25	28	16	5	32	18
90-92	20	31	14	27	29	13	26	12	4	30	11
92-94	25	19	4	21	21	13	34	10	7	17	6
94-96	15	17	8	19	18	19	44	15	4	10	14
96-98	17	18	10	20	17	8	30	5	4	17	6
98-100	13	13	1	13	10	7	28	8	5	18	7
>100	92	87	45	118	140	95	194	96	41	181	65
Total	207	214	119	251	264	180	384	162	70	305	127

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

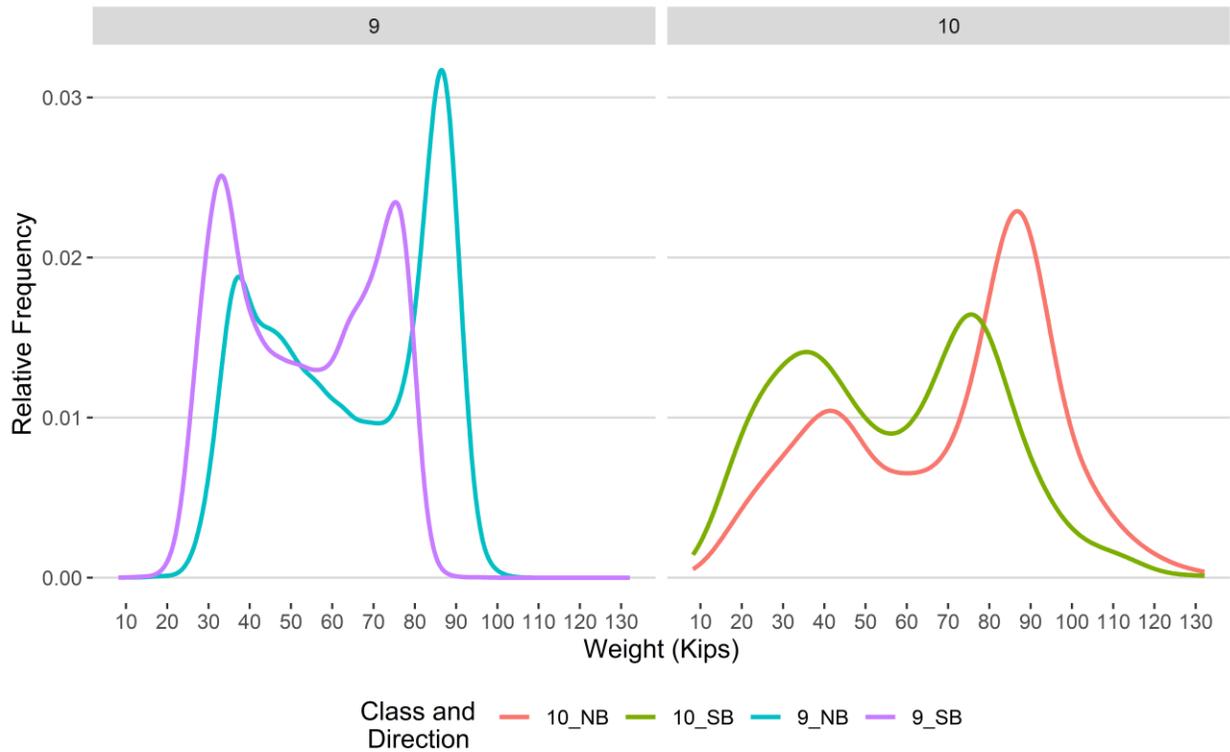


Figure 9 - Freight Percentage by Direction and Class

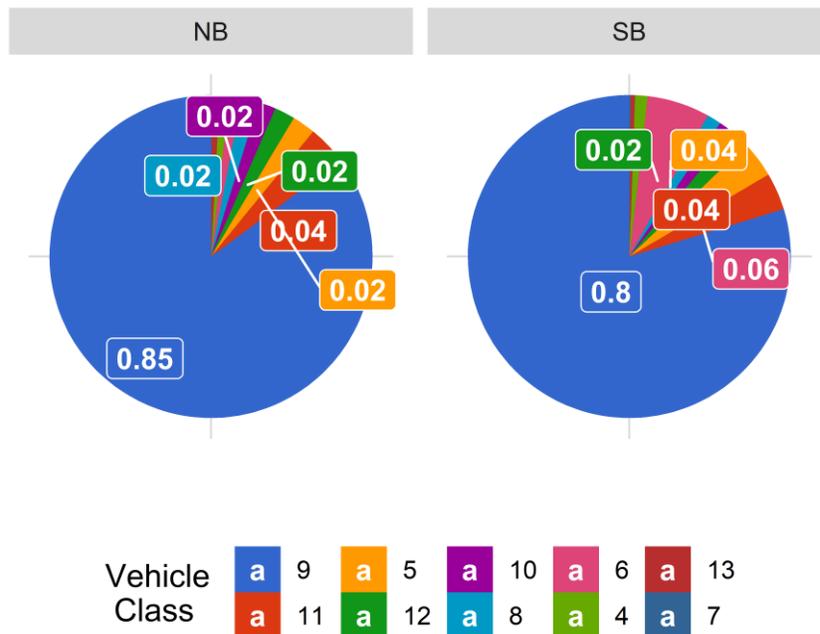


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

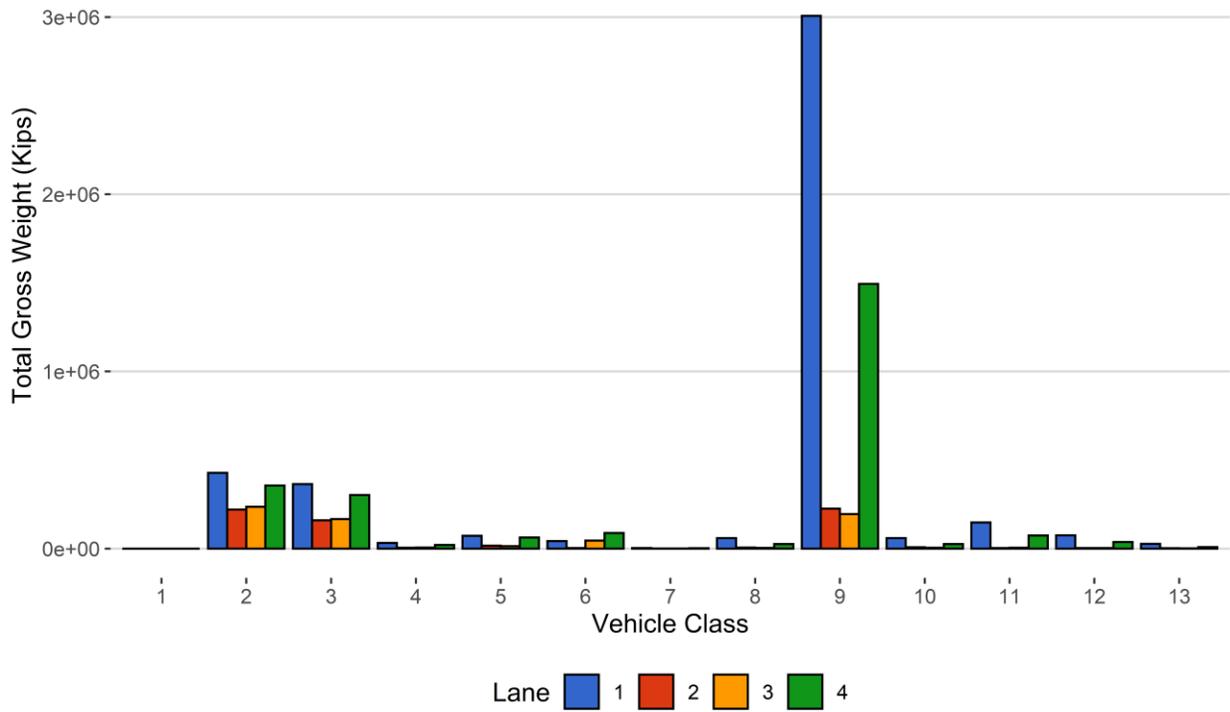


Figure 11 - Total Gross Vehicle Weight t

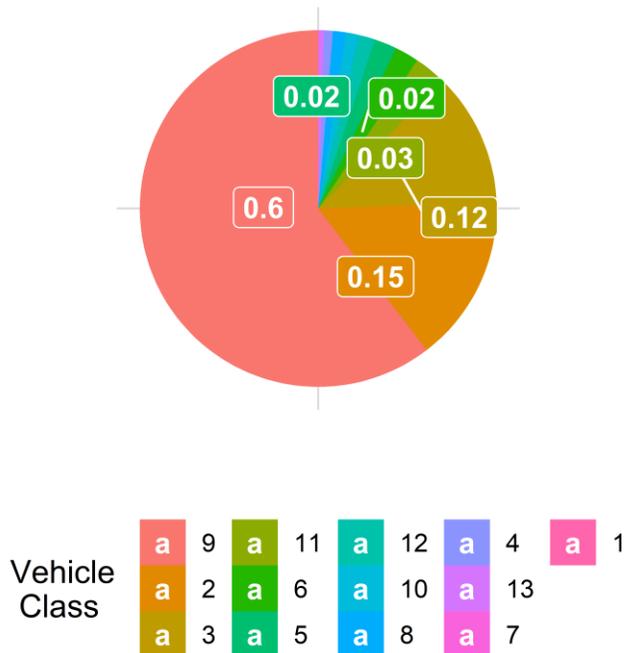


Figure 12 - Total ESALs by Class and Lane

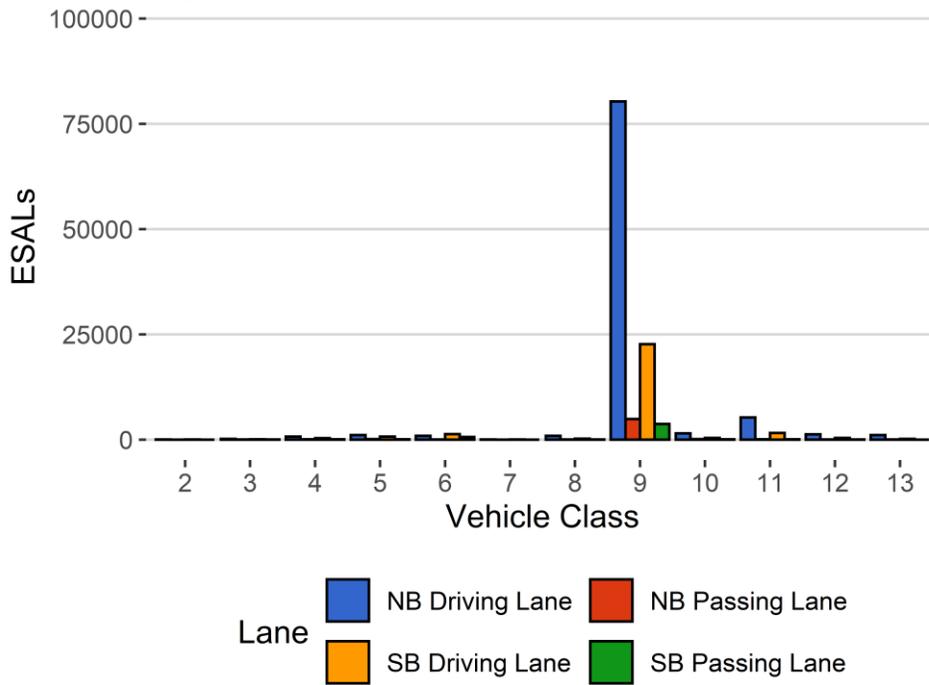


Figure 13 - ESALs by Class

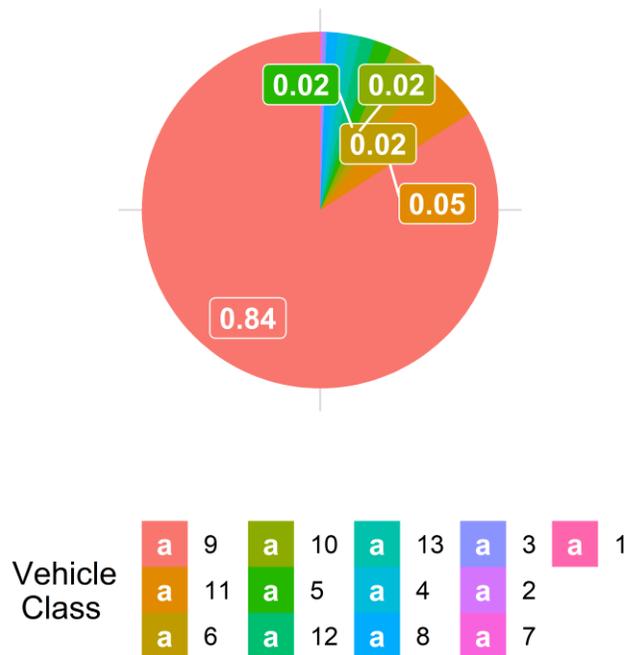


Table 1 Class 9 Front Axle Weight by Lane

<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	NA	NA
January 2017	11.21	-8.63	11.22	-8.23	11.48	-10.37	NA	NA
February 2017	11.29	-8.03	11.03	-9.81	11.87	-7.30	NA	NA
March 2017	10.73	-12.57	11.33	-7.36	12.19	-4.83	NA	NA
April 2017	10.71	-12.77	11.39	-6.86	12.19	-4.81	NA	NA
May 2017	8.20	-33.19	11.48	-6.14	12.21	-4.62	NA	NA
July 2017	12.17	-0.87	11.70	-4.35	12.29	-4.01	NA	NA
August 2017	12.05	-1.80	11.58	-5.32	12.29	-4.07	NA	NA
September 2017	12.02	-2.06	11.46	-6.32	12.22	-4.57	NA	NA
October 2017	11.97	-2.50	11.37	-7.06	12.06	-5.83	NA	NA
November 2017	11.96	-2.57	11.21	-8.32	12.00	-6.30	NA	NA
December	11.53	-6.06	10.84	-11.40	11.37	-11.18	NA	NA

2017								
January 2018	11.62	-5.36	10.88	-11.06	10.56	-17.53	NA	NA
February 2018	11.69	-4.72	11.10	-9.22	11.35	-11.37	NA	NA
March 2018	11.67	-4.90	11.18	-8.61	11.45	-10.59	NA	NA
April 2018	11.80	-3.83	11.12	-9.07	11.71	-8.59	NA	NA
May 2018	11.94	-2.68	11.30	-7.65	11.86	-7.35	NA	NA
June 2018	11.88	-3.23	11.36	-7.14	11.75	-8.28	NA	NA
July 2018	11.67	-4.88	11.30	-7.63	11.46	-10.49	NA	NA
August 2018	11.75	-4.29	11.31	-7.52	11.49	-10.31	NA	NA
September 2018	11.75	-4.23	11.37	-7.07	11.56	-9.75	NA	NA
October 2018	11.82	-3.73	11.38	-6.97	11.72	-8.45	NA	NA
November 2018	12.14	-1.06	11.58	-5.37	11.30	-11.80	NA	NA
December 2018	12.26	-0.08	11.68	-4.53	11.75	-8.22	11.30	0.00
January 2019	12.30	0.25	11.75	-3.96	11.76	-8.16	11.25	-0.42
February 2019	12.43	1.26	11.74	-4.02	11.76	-8.15	10.35	-8.40
March 2019	12.24	-0.27	11.80	-3.50	12.05	-5.94	11.06	-2.10
April 2019	11.86	-3.40	11.42	-6.62	11.58	-9.61	10.98	-2.80
May 2019	11.79	-3.95	11.37	-7.07	11.44	-10.66	10.85	-3.96
June 2019	11.81	-3.79	11.40	-6.78	11.28	-11.92	10.77	-4.69
July 2019	11.91	-2.97	11.44	-6.50	11.29	-11.83	10.77	-4.70
August 2019	11.94	-2.72	11.46	-6.29	11.19	-12.66	10.79	-4.51
October 2019	12.22	-0.47	11.77	-3.77	11.50	-10.23	11.16	-1.20
November 2019	12.42	1.21	11.76	-3.86	11.68	-8.80	10.62	-5.96

Table 2 Vehicle Classification Data

<i>Vehicle Class</i>	<i>Monthly Average Daily Volume</i>	<i>Monthly Total Volume</i>	<i>Monthly Total Volume Percentage</i>	<i>Monthly Total Overweight Vehicles</i>	<i>Monthly Total Overweight Percentage</i>
1	0	1	0	0	0
2	10485	314559	52.7	0	0
3	5402	162072	27.1	0	0
4	74	2207	0.4	175	0.7
5	404	12134	2	192	0.8
6	213	6379	1.1	466	1.9
7	4	120	0	26	0.1
8	102	3048	0.5	109	0.5
9	2957	88703	14.9	21289	89
10	54	1613	0.3	589	2.5
11	129	3870	0.6	680	2.8
12	68	2027	0.3	129	0.5
13	13	382	0.1	267	1.1
TOTAL	19904	597113	100	23922	100

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

<i>Date</i>	<i>Day of Week</i>	<i>Time</i>	<i>Vehicle Class</i>	<i>Direction</i>	<i>Lane</i>	<i>GVW (lbs)</i>
2019-11-25	Monday	18:14:08	10	NB	1	132.12
2019-11-04	Monday	12:25:44	10	NB	1	130.35
2019-11-01	Friday	19:16:50	10	SB	3	129.86
2019-11-24	Sunday	14:07:01	10	NB	1	129.28
2019-11-22	Friday	14:09:17	10	NB	1	127.36
2019-11-16	Saturday	12:33:41	10	NB	1	125.18
2019-11-01	Friday	17:48:56	10	NB	1	122.52
2019-11-10	Sunday	10:43:31	10	NB	1	120.63
2019-11-13	Wednesday	15:58:28	10	NB	1	120.47
2019-11-17	Sunday	12:08:23	10	NB	1	120.24

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	1146	95	8.3	35488	1266	9862
5	NB	8	5868	319	5.4	85796	2340	20702
6	NB	19	1543	162	10.5	43191	2852	8476
7	NB	11.5	53	0	0	3112	0	1251
8	NB	31	1836	488	26.6	54016	11165	6114
9	NB	33	50434	2056	4.1	3170630	62049	787078
10	NB	33.5	953	107	11.2	64225	2739	17942
11	NB	36.5	2226	14	0.6	150331	435	34796
12	NB	36.5	1180	7	0.6	78067	182	17626
13	NB	31.5	257	1	0.4	29389	20	10662
TOTAL	****	****	65496	3249	****	3714244	****	914509
<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	901	108	12	25196	1397	6651
5	SB	8	5388	621	11.5	72040	4466	16952
6	SB	19	4374	489	11.2	124235	8374	25210
7	SB	11.5	58	0	0	2809	0	1071
8	SB	31	991	517	52.2	18200	12084	1753
9	SB	33	31849	5371	16.9	1533024	156054	329625
10	SB	33.5	543	117	21.5	27955	2888	6842
11	SB	36.5	1364	73	5.4	76643	2410	14761
12	SB	36.5	700	20	2.9	40488	553	7834
13	SB	31.5	97	0	0	9253	0	3099
TOTAL	****	****	46265	7316	****	1929844	****	413797
GRAND TOTAL	****	****	111761	10565	201	5644088	271272	1328307

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	2	0	0	0	2	0
2	427622	220133	235625	355543	1238922	15.2
3	364060	159670	166700	302635	993065	12.2
4	31755	4999	5834	20759	63347	0.8
5	72138	15997	13534	62972	164641	2
6	42697	3347	44734	87874	178652	2.2
7	2800	311	398	2411	5920	0.1
8	59399	5781	4400	25884	95464	1.2
9	3007180	225498	194797	1494280	4921756	60.4
10	59163	7802	5150	25693	97807	1.2
11	147557	3209	4685	74368	229819	2.8
12	74900	3349	3531	37510	119290	1.5
13	27171	2238	1005	8248	38662	0.5
TOTAL	4316444	652334	680393	2498178	8147349	100
GVW/LANE	52.98	8.01	8.35	30.66	100	0

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	0.5
2	65	32	31	41	170	0.13	0.0012
3	200	66	61	118	445	0.34	0.0059
4	749	97	112	369	1328	1	1.3
5	1100	166	118	762	2146	1.62	0.38
6	927	65	676	1351	3019	2.27	1.02
7	72	5	6	55	138	0.1	2.41
8	949	72	45	258	1323	1	0.94
9	80318	4943	3744	22707	111711	84.16	2.72
10	1510	150	92	415	2167	1.63	2.89
11	5287	87	124	1602	7099	5.35	3.95
12	1271	44	44	413	1772	1.33	1.88
13	1128	59	17	210	1413	1.06	7.74
TOTAL	93576	5787	5069	28300	132731	100	26
ESALS/LANE	70.5	4.4	3.8	21.3	100	-	-

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>
Dec 2018	589786	19025	4062	463876	78.7	125910	21.3	91.5	8.5
Jan 2019	487834	15737	4015	363372	74.5	124461.6	25.5	90.2	9.8
Feb 2019	416210	14865	3548	316874	76.1	99336	23.9	79.5	20.5
Mar 2019	613996	19806	4476	475238	77.4	138757.9	22.6	89.2	10.8
Apr 2019	622152	20738	5022	471497	75.8	150655.1	24.2	90.2	9.8
May 2019	709546	22876	5082	552005	77.8	157540.7	22.2	90.2	9.8
Jun 2019	686644	23677	4860	540842	78.8	145802	21.2	89.9	10.1
Jul 2019	768661	25019	5111	610235	79.4	158425.9	20.6	90.1	9.9
Aug 2019	240018	26091	1599	190443	79.3	49574.6	20.7	89.6	10.4
Oct 2019	672240	21883	5358	506131	75.3	166109.4	24.7	90.8	9.2
Nov 2019	597113	19745	4016	476632	79.8	120481.4	20.2	89	11
TOTAL	6404200	-	-	4967145	-	1437055	-	-	-
AVERAGE	582200	20860	4286	451559	78	130641	22	89	11

###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>
Dec 2018	81402	4851	4543	49094	139891	93	7	19.3
Jan 2019	86706	5499	5287	42673	140165	92	8	24.5
Feb 2019	72647	9385	9155	15133	106321	83	17	28.9
Mar 2019	92512	6184	7553	47486	153736	91	9	18.4
Apr 2019	86654	6423	6036	53023	152135	92	8	7.3
May 2019	91061	6964	5033	49183	152240	92	8	5.3
Jun 2019	176618	12961	10162	92490	292231	92	8	4.5

Jul 2019	91591	6594	5331	48872	152388	92	8	5.7
Aug 2019	29154	2196	1581	15217	48149	92	8	7
Oct 2019	104633	6007	5713	61573	177926	93	7	25.9
Nov 2019	93746	5792	5120	28418	133077	92	8	36.2
TOTAL	1006724	72856	65513	503164	1648257	-	-	-
AVERAGE	91520	6623	5956	45742	149842	91	9	17

###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>
Dec 18	4046068	610727	643364	3568946	8869105
Jan 19	4012005	511041	576641	3010193	8109880
Feb 19	3284544	700572	739086	1454897	6179098
Mar 19	4500785	709560	829970	3433877	9474191
Apr 19	4509898	742684	726991	3902059	9881632
May 19	4834262	867450	774463	4004308	10480483
Jun 19	9449507	1765631	1640133	7758002	20613273
Jul 19	4918947	932684	882748	4107016	10841395
Aug 19	1547189	304382	281082	1274446	3407099
Oct 19	5008870	700113	780995	4357732	10847710
Nov 19	4321110	652709	682153	2503273	8159245
TOTAL	50433184	8497551	8557626	39374749	106863110
AVERAGE	4584835	772505	777966	3579523	9714828

###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>
Dec 2018	23996	4.1	19.3	3432	435
Jan 2019	25015	5.4	21.2	4357	418
Feb 2019	19560	5.3	21.9	4272	330
Mar 2019	25828	4.4	19.3	3752	416
Apr 2019	22712	3.8	15.5	1573	371
May 2019	22698	3.3	14.8	1245	366
Jun 2019	43064	3.1	14.5	2202	754
Jul 2019	22559	3	14.5	1329	344
Aug 2019	7446	3.2	15.3	490	122
Oct 2019	29019	4.5	18.2	5298	591
Nov 2019	23969	4.3	21.3	6658	432
TOTAL	265866	-	-	34608	4579
AVERAGE	24169.6	4	17.8	3146.2	416.3

###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>
Dec 2018	830135	627727	1457862	56.9	43.1
Jan 2019	875454	561053	1436507	60.9	39.1
Feb 2019	776077	299212	1075289	72.2	27.8
Mar 2019	950521	649726	1600246	59.4	40.6
Apr 2019	937775	716687	1654462	56.7	43.3
May 2019	996962	675840	1672802	59.6	40.4
Jun 2019	1933485	1289473	3222958	60	40
Jul 2019	986698	682452	1669150	59.1	40.9
Aug 2019	316684	211182	527866	60	40
Oct 2019	1042989	793366	1836355	56.8	43.2
Nov 2019	914509	413797	1328307	68.8	31.2
TOTAL	10561290	6920515	17481805	-	-
AVERAGE	960117.3	629137.7	1589255	61	39