

JULY 2018



**WIM #27
MN 60,
MP 64.8
ST. JAMES, MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #27 is located on MN 60 near St. James in Watonwan county.

System Operation

WIM #27 was operational for the entire month of July 2018. Volume was computed using all monthly data.

System Calibration

WIM #27 was most recently calibrated on 2018-04-18. Table 1 summarizes the front axle weights of class 9s by lane ¹. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for lanes 1 and 2 but not 3 and 4. 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: 224589 | Passenger Vehicles: 187591 | Heavy Commercial Vehicles: 36998

Monthly Average Daily Traffic (MADT): 7245 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1193

See Table 2 for vehicle class breakdown

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

Volume trends. EB vehicles typically reached highest volume levels on Sundays, with lowest volumes reported on Thursdays. WB vehicles typically reached highest volume levels on Sundays, with lowest volumes reported on Thursdays (see Figure 3 and 4).

Passenger Vehicles (PVs)

Volume trends. On an average 24-hour day (see Figure 5), EB PVs generally reached peak volume levels between 02 PM and 04 PM. Similarly, WB PVs peaked in volume between 01 PM and 04 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling EB typically reached peak volume levels between 02 PM and 04 PM, while volume going WB peaked between 01 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 36998 HCVs, 3117 of them were overweight³. These overweight HCVs contributed to 1.5% of total monthly volume, and 8.8% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Fridays, with lowest volumes reported on Saturdays. WB overweight vehicles tended to reach highest volumes on Tuesdays, with lowest volumes reported on Saturdays. See Figure 3 . The top two overweight violators by class were the class 9 and class 13 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 87.5% of all overweight vehicles traveling EB 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 January.

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 report⁴.

Using normal load limits ,333 EB vehicles exceeded 88,000 pounds (236 vehicles were Class 13's; 48 vehicles were Class 10's). Of vehicles traveling WB,

34 EB vehicles exceeded 88,000 pounds (26 vehicles were Class 13's; 4 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from July 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in July 2018. Data suggests that there were greater numbers of fully_loaded Class 9's than empty Class 9's traveling EB, while there were more empty Class 9's than fully_loaded traveling WB. Data also suggests that there were more fully_loaded Class 10's than empty traveling in the EB direction. In the WB direction, there were more fully_loaded class 10 vehicles.

Freight Totals. A total of 333805 tons of freight was recorded to have crossed the WIM. More freight was shipped EB (57.9%) than WB (42.1%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 93716, an arch pipe, is approximately 3.0 miles west of WIM #27 and Bridge No. 83030 is approximately 8.1 miles east of WIM #27. WIM #27 recorded a total of 224589 vehicles with a combined GVW of 2557839 kips (1 kip = 1,000 pounds = 0.5 tons) in July 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 27502 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 61.5% of all ESALs were recorded EB while 38.5% was observed WB. In particular, 84% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 54% 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).

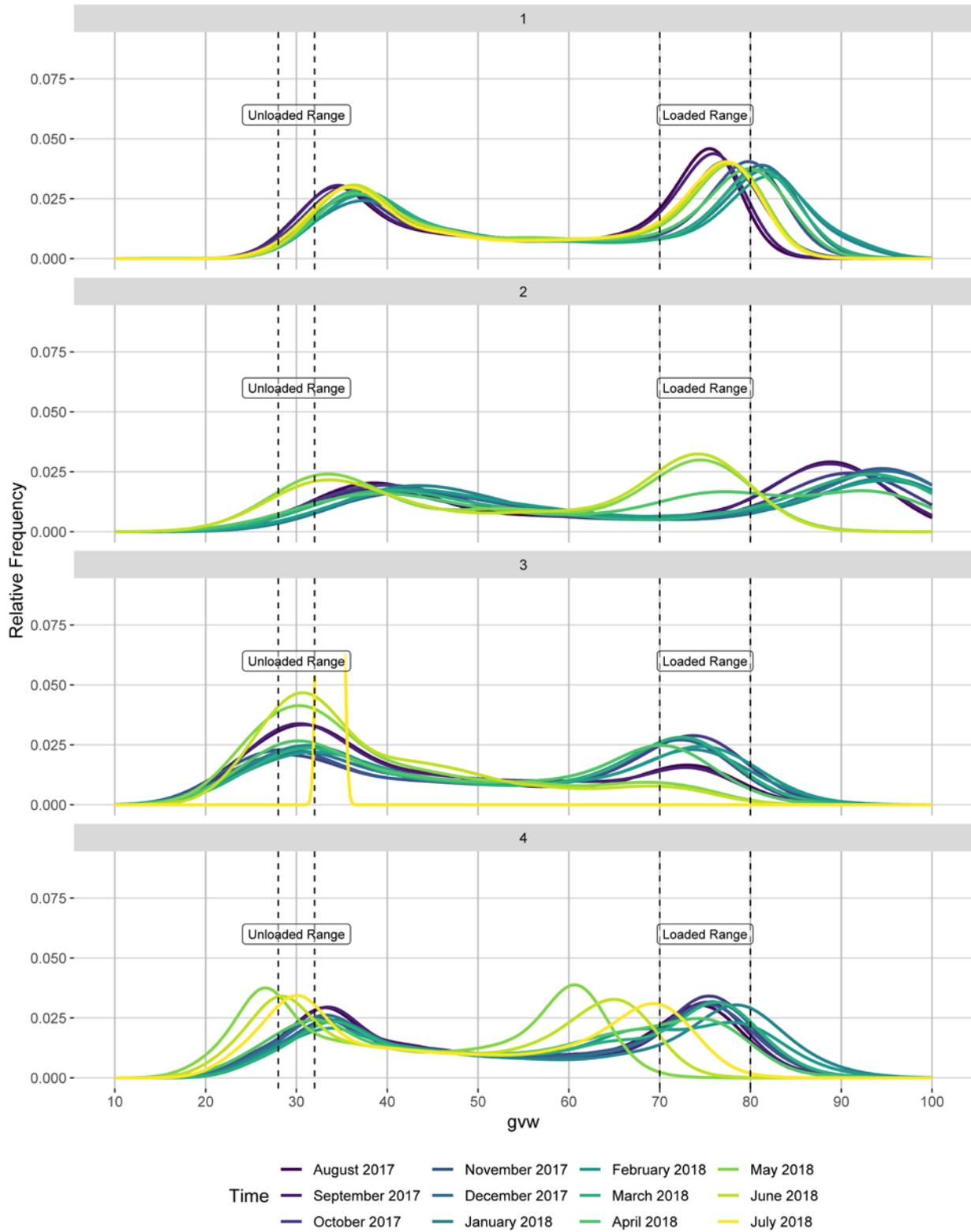
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

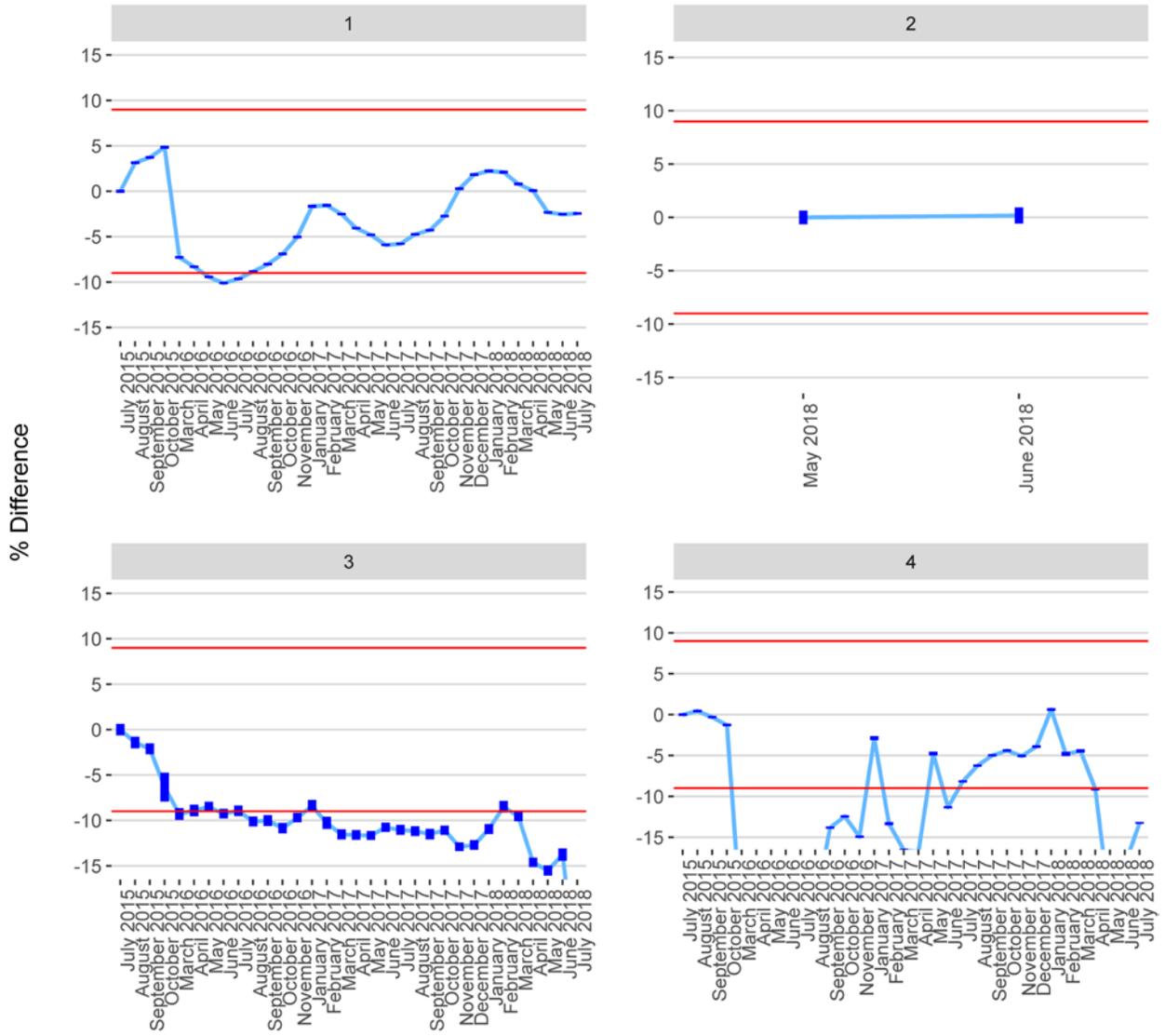
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

Figure 1 - Monthly Class 9 GWW 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

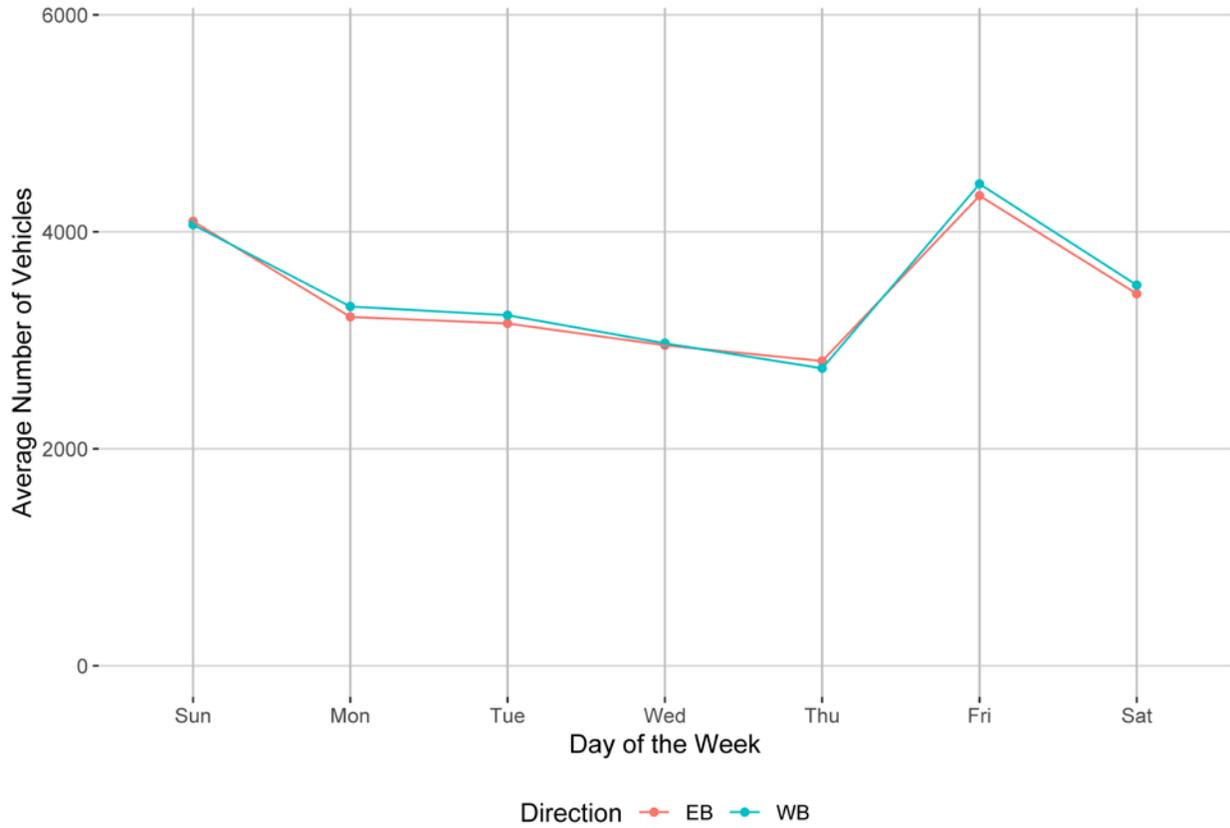


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

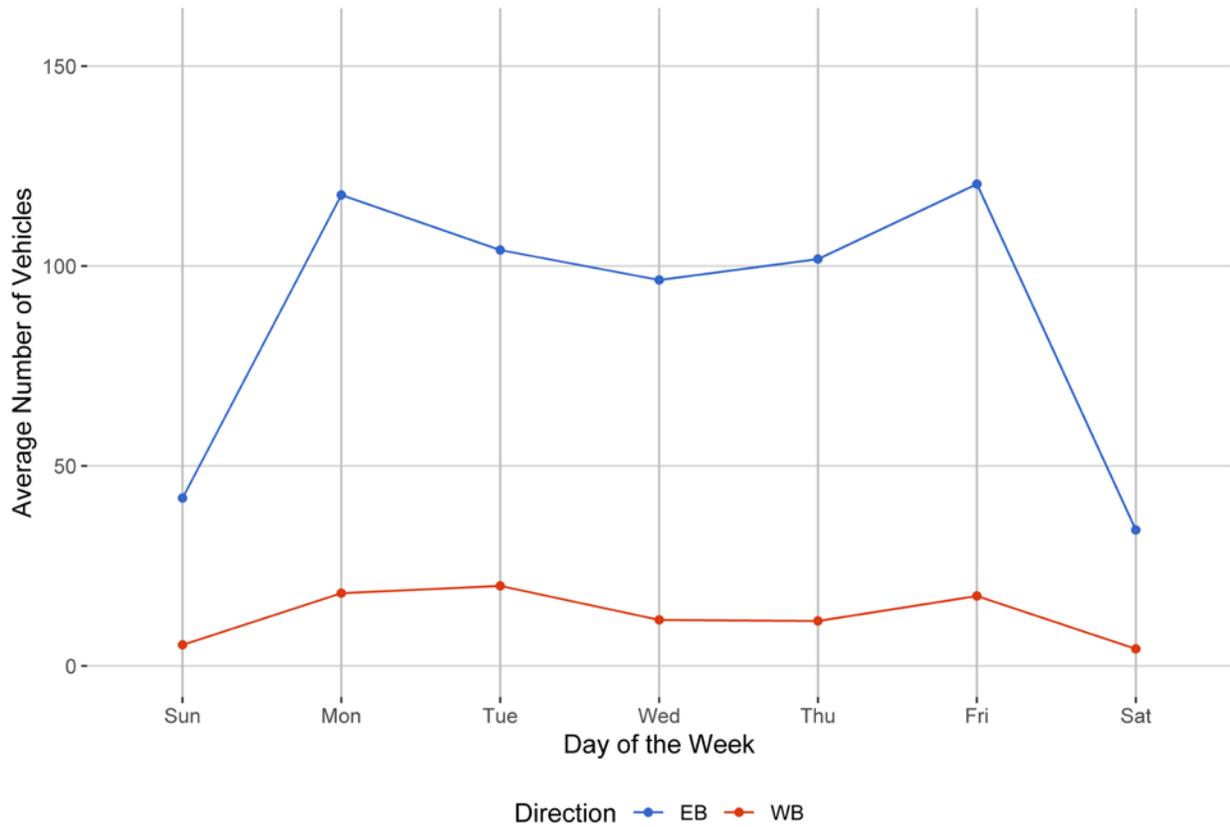


Figure 4 - Passenger Vehicles vs. Hour of the Day

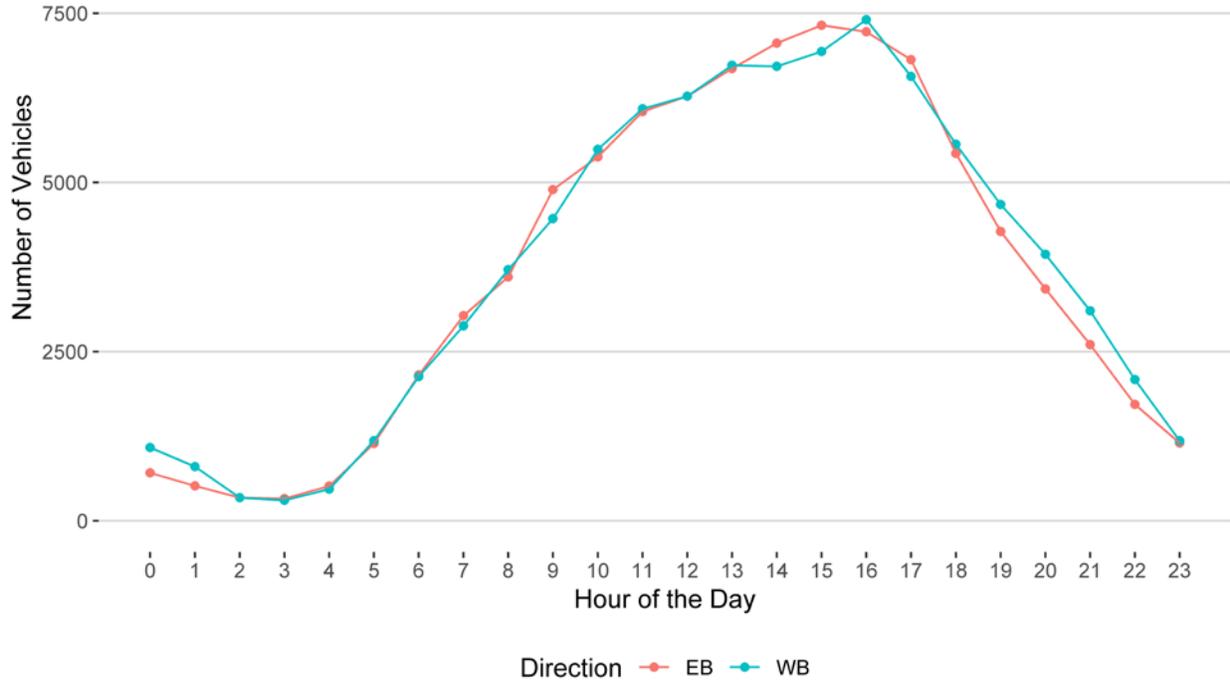


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

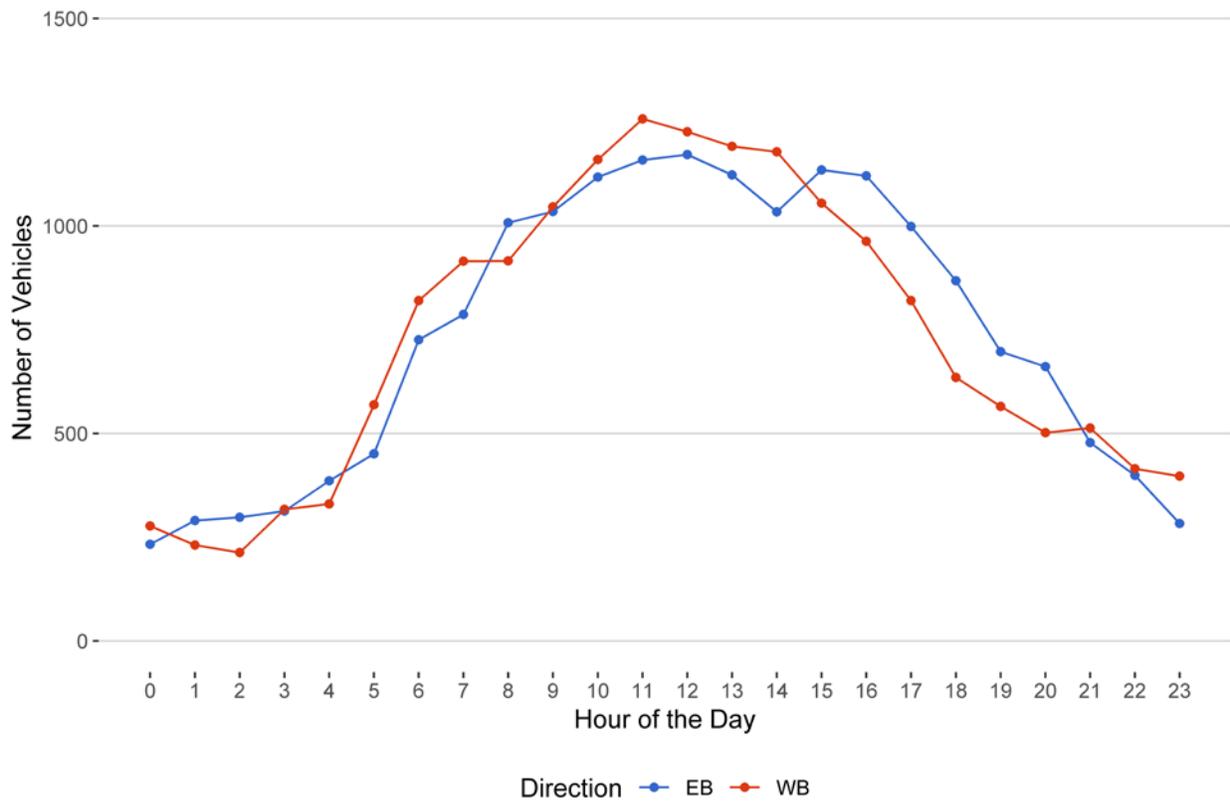


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

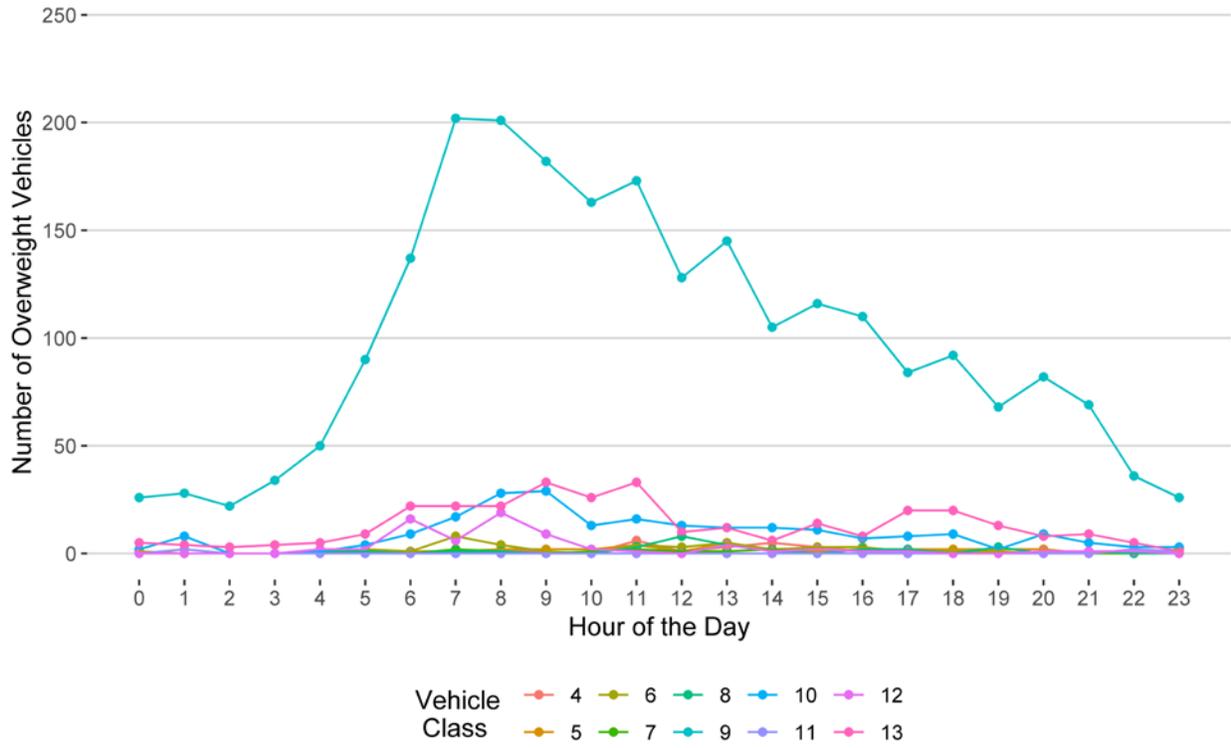


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

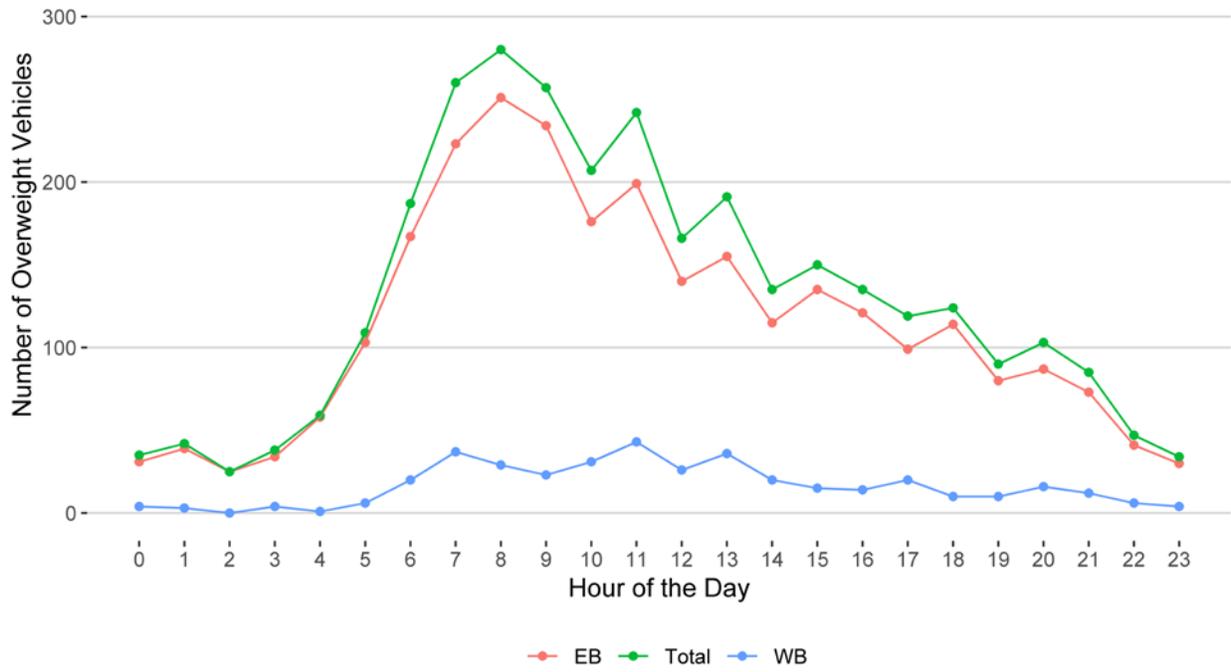
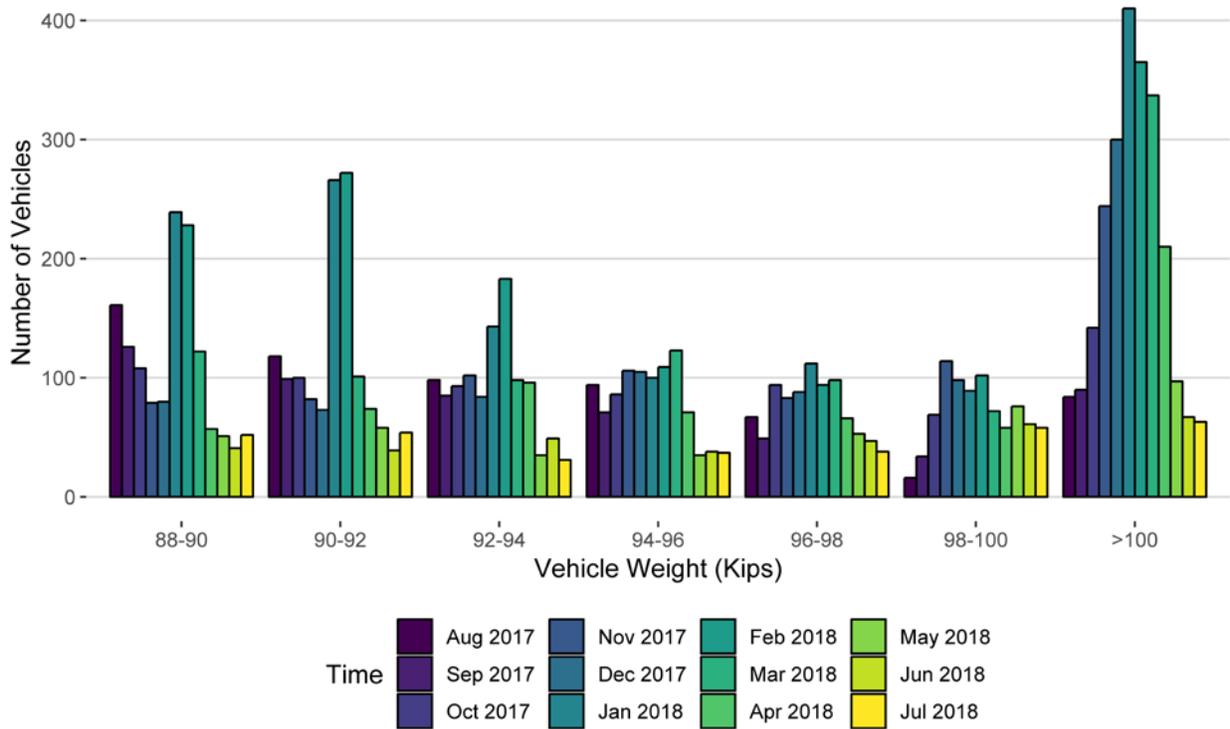
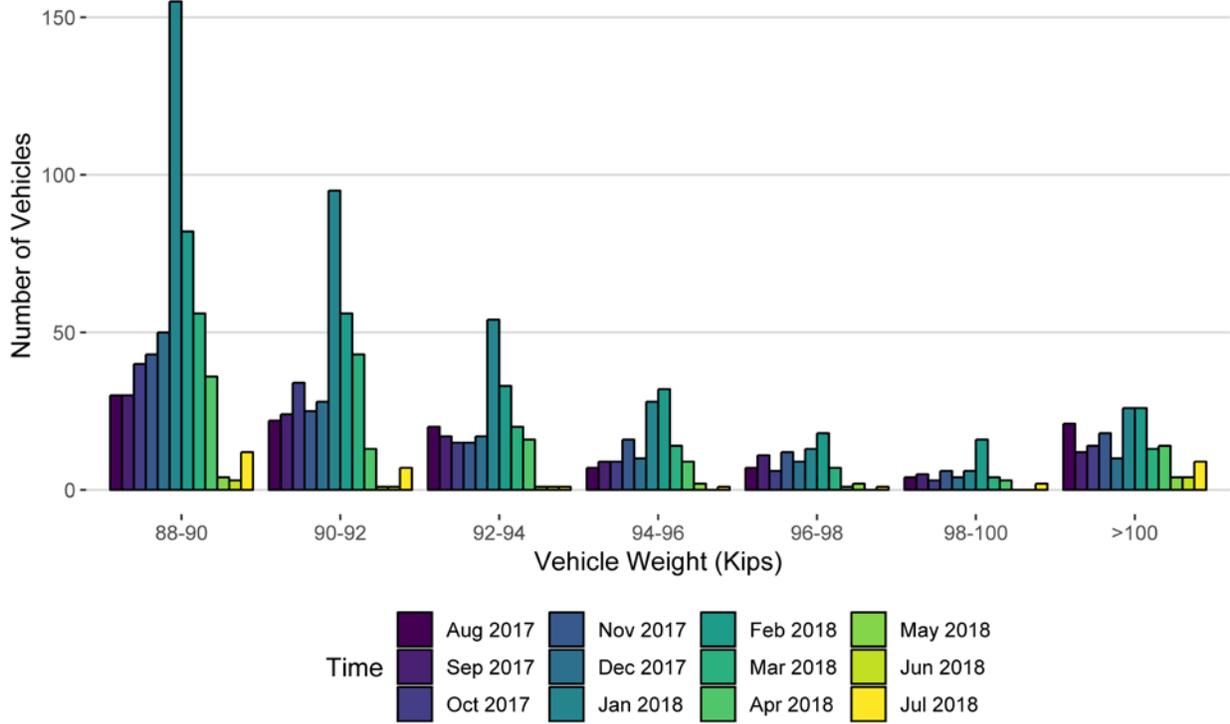


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018
88-90	161	126	108	79	80	239	228	122	57	51	41	52
90-92	118	99	100	82	73	266	272	101	74	58	39	54
92-94	98	85	93	102	84	143	183	98	96	35	49	31
94-96	94	71	86	106	105	100	109	123	71	35	38	37
96-98	67	49	94	83	88	112	94	98	66	53	47	38
98-100	16	34	69	114	98	89	102	72	58	76	61	58
>100	84	90	142	244	300	410	365	337	210	97	67	63
Total	638	554	692	810	828	1359	1353	951	632	405	342	333

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



Vehicle Weights (Kips)	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018
88-90	30	30	40	43	50	155	82	56	36	4	3	12
90-92	22	24	34	25	28	95	56	43	13	1	1	7
92-94	20	17	15	15	17	54	33	20	16	1	1	1
94-96	7	9	9	16	10	28	32	14	9	2	0	1
96-98	7	11	6	12	9	13	18	7	1	2	0	1
98-100	4	5	3	6	4	6	16	4	3	0	0	2
>100	21	12	14	18	10	26	26	13	14	4	4	9
Total	111	108	121	135	128	377	263	157	92	14	9	33

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

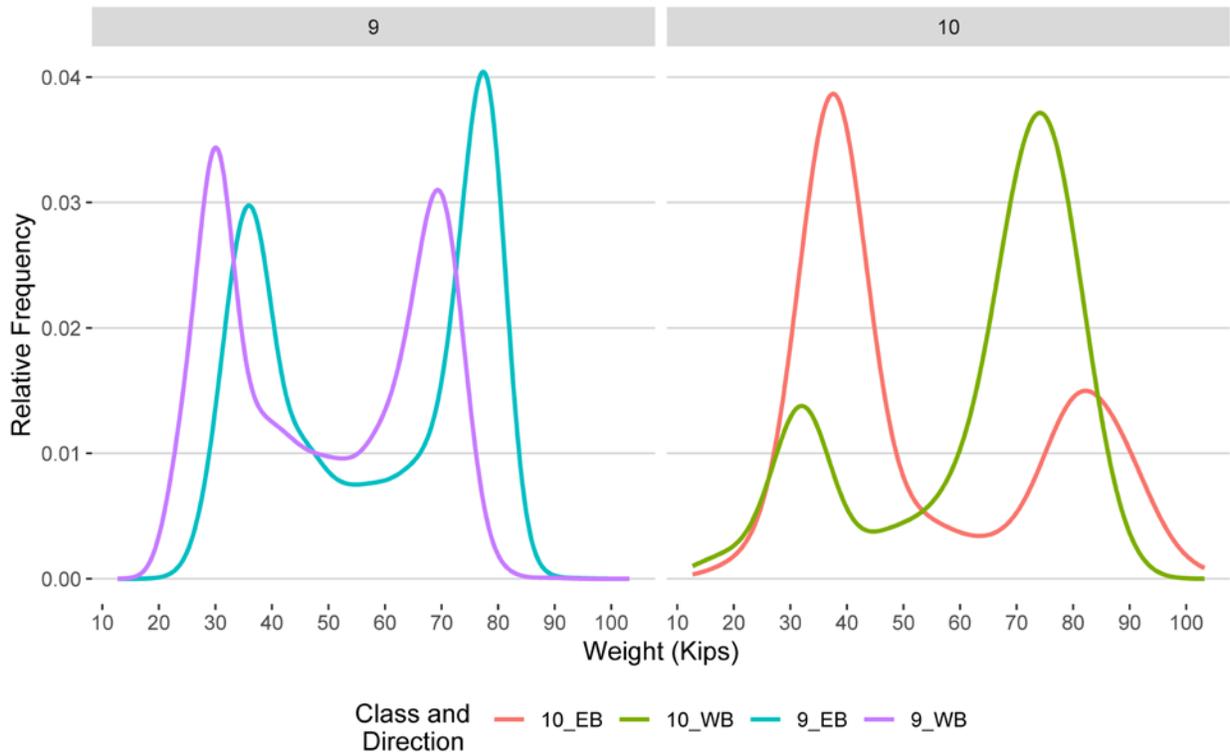


Figure 9 - Freight Percentage by Direction and Class

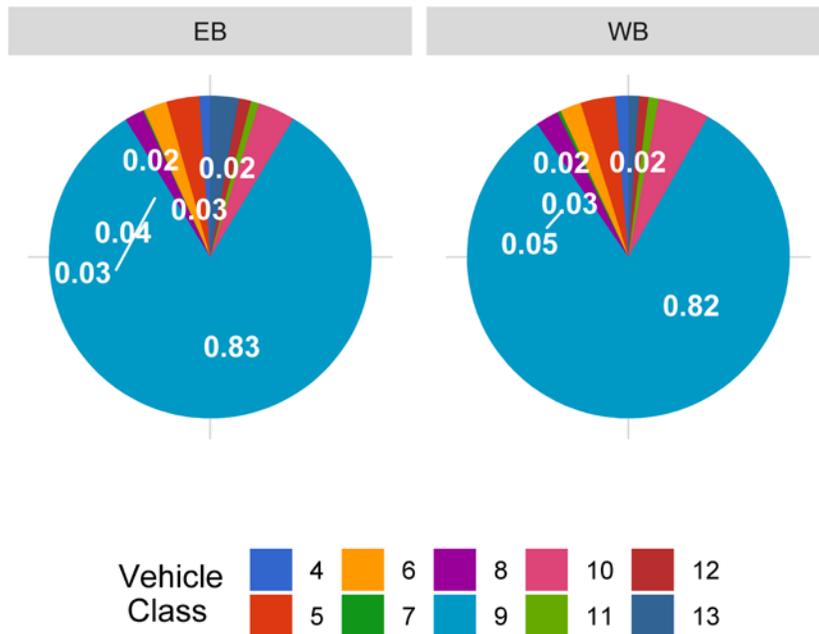


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

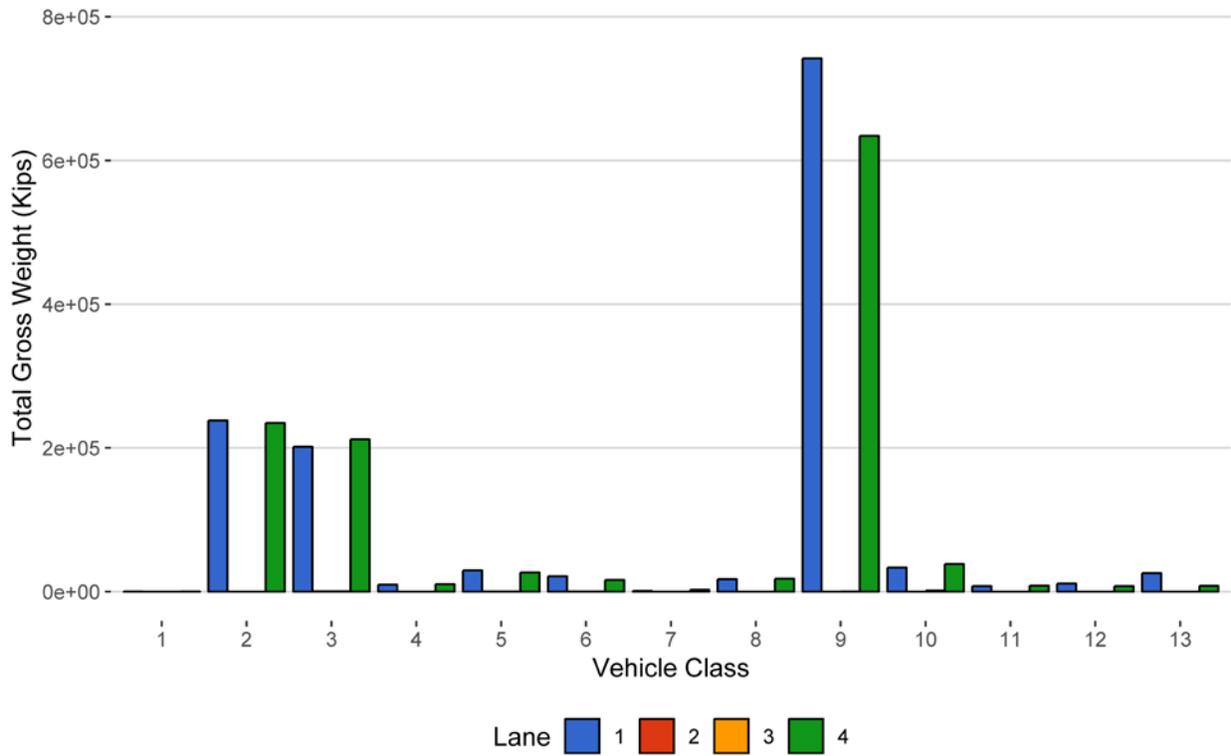


Figure 11 - Total Gross Vehicle Weight t

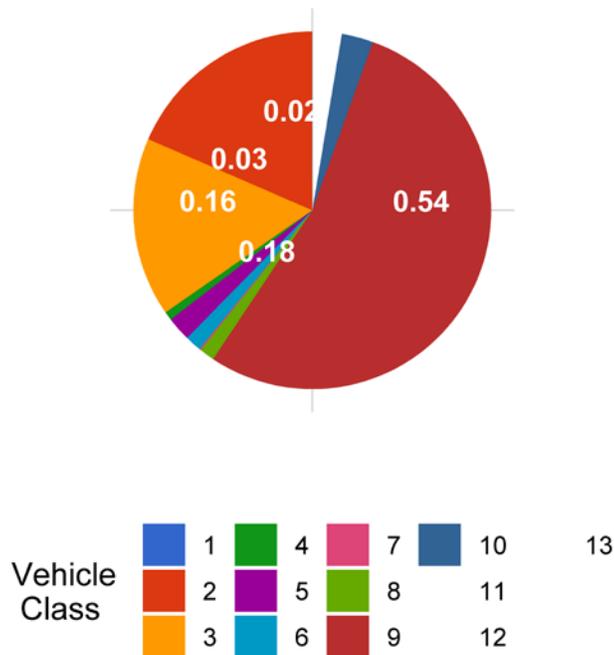


Figure 12 - Total ESALs by Class and Lane

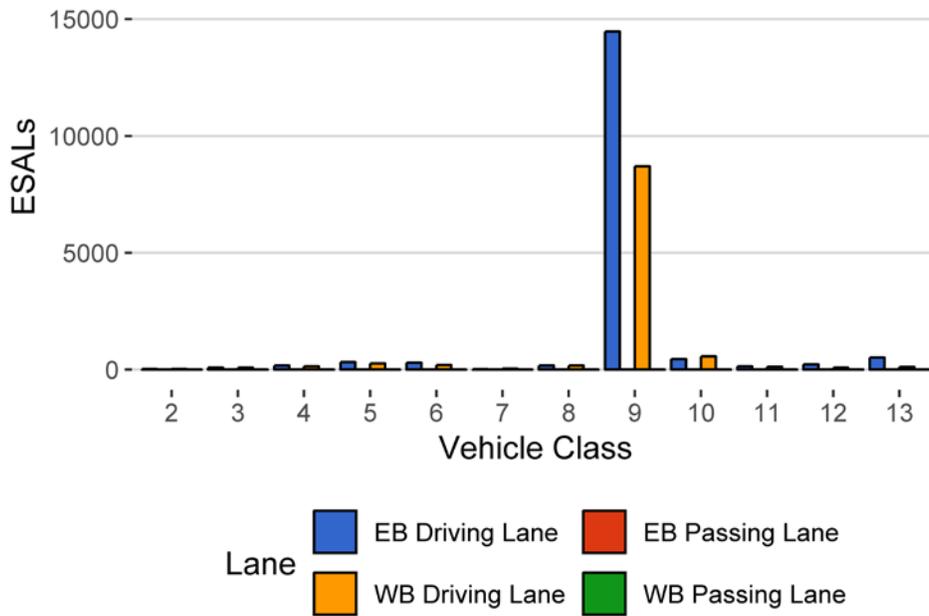


Figure 13 - ESALs by Class

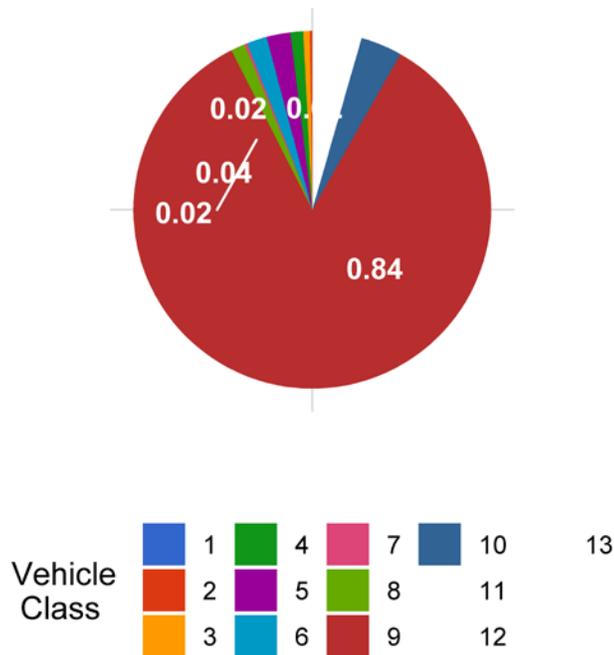


Table 1 Class 9 Front Axle Weight by Lane

<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	11.23	0.00	NA	NA	12.02	0.00	11.77	0.00
August 2015	11.58	3.14	NA	NA	11.85	-1.42	11.83	0.45
September 2015	11.64	3.73	NA	NA	11.77	-2.12	11.74	-0.31
October 2015	11.77	4.84	NA	NA	11.26	-6.34	11.63	-1.26
March 2016	10.41	-7.28	NA	NA	10.90	-9.29	8.69	-26.23
April 2016	10.29	-8.32	NA	NA	10.95	-8.90	8.97	-23.79
May 2016	10.17	-9.43	NA	NA	11.00	-8.51	8.92	-24.24
June 2016	10.09	-10.11	NA	NA	10.91	-9.26	8.54	-27.43
July 2016	10.14	-9.64	NA	NA	10.95	-8.93	8.69	-26.23
August 2016	10.23	-8.84	NA	NA	10.81	-10.12	9.00	-23.54
September 2016	10.33	-8.02	NA	NA	10.82	-10.01	10.15	-13.83
October 2016	10.45	-6.90	NA	NA	10.72	-10.86	10.31	-12.44
November 2016	10.66	-5.04	NA	NA	10.86	-9.69	10.02	-14.93
January 2017	11.04	-1.66	NA	NA	11.01	-8.41	11.44	-2.87
February 2017	11.05	-1.55	NA	NA	10.79	-10.28	10.20	-13.33
March 2017	10.94	-2.52	NA	NA	10.63	-11.54	9.82	-16.56
April 2017	10.77	-4.06	NA	NA	10.63	-11.60	9.80	-16.77
May 2017	10.69	-4.81	NA	NA	10.62	-11.66	11.21	-4.76
June 2017	10.56	-5.91	NA	NA	10.73	-10.76	10.44	-11.33
July 2017	10.58	-5.78	NA	NA	10.69	-11.05	10.81	-8.17
August 2017	10.69	-4.74	NA	NA	10.68	-11.18	11.04	-6.24
September 2017	10.75	-4.28	NA	NA	10.64	-11.51	11.19	-4.99
October 2017	10.92	-2.73	NA	NA	10.69	-11.08	11.26	-4.39
November 2017	11.26	0.29	NA	NA	10.47	-12.89	11.18	-5.06
December 2017	11.43	1.83	NA	NA	10.49	-12.71	11.31	-3.91
January	11.48	2.24	NA	NA	10.70	-10.96	11.85	0.62

2018								
February 2018	11.46	2.10	NA	NA	11.00	-8.49	11.21	-4.81
March 2018	11.32	0.80	NA	NA	10.87	-9.56	11.25	-4.44
April 2018	11.23	0.07	NA	NA	10.26	-14.62	10.71	-9.08
May 2018	10.97	-2.33	10.73	0.00	10.16	-15.52	8.99	-23.61
June 2018	10.94	-2.54	10.75	0.18	10.37	-13.77	9.61	-18.39
July 2018	10.95	-2.45	NA	NA	8.76	-27.15	10.21	-13.25

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	3	106	0	0	0
2	3908	121139	53.9	0	0
3	2140	66347	29.5	0	0
4	25	787	0.4	27	0.9
5	137	4258	1.9	34	1.1
6	46	1427	0.6	39	1.3
7	2	77	0	11	0.4
8	39	1214	0.5	28	0.9
9	868	26913	12	2369	76
10	43	1322	0.6	221	7.1
11	10	317	0.1	5	0.2
12	10	302	0.1	69	2.2
13	12	382	0.2	314	10.1
TOTAL	7245	224589	100	3117	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>
2018-07-07	Saturday	07:41:42	10	EB	1	105.77
2018-07-24	Tuesday	05:14:01	10	EB	1	103.23
2018-07-19	Thursday	06:32:12	10	EB	1	100.1
2018-07-18	Wednesday	12:35:26	10	EB	1	99
2018-07-17	Tuesday	15:42:56	10	EB	1	98.13
2018-07-10	Tuesday	08:59:43	10	EB	1	97.26
2018-07-23	Monday	16:06:05	10	EB	1	95.67
2018-07-22	Sunday	01:17:50	9	EB	1	94.99
2018-07-09	Monday	07:43:55	10	EB	1	94.38
2018-07-29	Sunday	01:44:02	10	EB	1	94.25

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	EB	15	351	34	9.7	9266	438	2256
5	EB	8	2096	222	10.6	28001	1608	6505
6	EB	19	727	61	8.4	20140	1087	3743
7	EB	11.5	24	0	0	1073	0	398
8	EB	31	548	220	40.1	12165	4997	998
9	EB	33	12819	1041	8.1	710318	31856	160822
10	EB	33.5	630	50	7.9	31846	1486	6208
11	EB	36.5	145	16	11	6972	417	1132
12	EB	36.5	165	5	3	10926	120	2543
13	EB	31.5	269	1	0.4	25585	26	8572
TOTAL	****	****	17774	1650	****	856292	****	193176
<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	WB	15	400	53	13.2	9618	693	2207
5	WB	8	1965	290	14.8	24551	2115	5575
6	WB	19	634	225	35.5	12615	3800	2422
7	WB	11.5	49	0	0	2590	0	1013
8	WB	31	610	349	57.2	9660	8234	784
9	WB	33	12851	3908	30.4	522704	111694	113792
10	WB	33.5	631	93	14.7	37163	2665	9570
11	WB	36.5	157	15	9.6	7674	377	1245
12	WB	36.5	123	3	2.4	7409	77	1515
13	WB	31.5	95	0	0	8002	0	2505
TOTAL	****	****	17515	4936	****	641985	****	140629
GRAND TOTAL	****	****	35289	6586	277	1498277	171689	333805

Table 5 Gross Vehicle Weight by Class and Lane

<i>Vehicle Class</i>	<i>EB Driving Lane</i>	<i>EB Passing Lane</i>	<i>WB Passing Lane</i>	<i>WB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
1	90	0	0	48	138	0
2	238002	1	7	234539	472550	18.5
3	201493	255	268	211892	413909	16.2
4	9704	0	0	10312	20015	0.8
5	29519	91	130	26536	56276	2.2
6	21206	21	200	16215	37642	1.5
7	1073	0	0	2590	3663	0.1
8	17162	0	0	17893	35055	1.4
9	742174	0	134	634264	1376572	53.8
10	33332	0	1506	38321	73159	2.9
11	7389	0	0	8051	15439	0.6
12	11045	0	0	7486	18532	0.7
13	25611	0	0	8002	33613	1.3
TOTAL	1337799	368	2246	1216148	2556562	100
GVW/LANE	52.33	0.01	0.09	47.57	100	0

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

<i>Vehicle Class</i>	<i>EB Driving Lane</i>	<i>EB Passing Lane</i>	<i>WB Passing Lane</i>	<i>WB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0	0	0.0098
2	28	0	0	29	58	0.21	0.001
3	83	0	0	83	166	0.61	0.0053
4	173	0	0	146	319	1.16	0.85
5	323	0	0	266	589	2.14	0.29
6	296	0	2	203	501	1.82	0.74
7	20	0	0	45	65	0.24	1.72
8	175	0	0	179	354	1.29	0.62
9	14470	0	0	8705	23176	84.34	1.81
10	456	0	4	570	1030	3.75	1.63
11	143	0	0	125	268	0.97	1.75
12	222	0	0	90	312	1.13	2.12
13	523	0	0	119	643	2.34	3.45
TOTAL	16913	0	7	10560	27480	100	15
ESALS/LANE	61.5	0	0	38.4	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>
Aug 2017	241768	7799	1271	202353	83.7	39415	16.3	91.4	8.6
Sep 2017	204930	6831	1176	169636	82.8	35294.3	17.2	92.3	7.7
Oct 2017	202263	6525	1219	164489	81.3	37774.5	18.7	91.1	8.9
Nov 2017	185838	6195	1101	152807	82.2	33031.5	17.8	91.4	8.6
Dec 2017	177308	5720	956	147682	83.3	29625.9	16.7	91.7	8.3
Jan 2018	150101	4842	998	119156	79.4	30945.3	20.6	91.5	8.5
Feb 2018	140038	5001	998	112090	80	27948.4	20	91.7	8.3
Mar 2018	178661	5763	1052	146045	81.7	32616.1	18.3	91	9
Apr 2018	165715	5524	1050	134201	81	31514.1	19	91.5	8.5
May 2018	207718	6701	1087	174027	83.8	33690.6	16.2	91.7	8.3
Jun 2018	213966	7132	1169	178902	83.6	35064.1	16.4	93.5	6.5
Jul 2018	224589	7245	1193	187591	83.5	36998	16.5	99.8	0.2
TOTAL	2292895	-	-	1888979	-	403918	-	-	-
AVERAGE	191075	6273	1106	157415	82	33660	18	92	8

ESALS

<i>Month</i>	<i>ESALS EB Passing Lane</i>	<i>ESALS EB Driving Lane</i>	<i>ESALS WB Driving Lane</i>	<i>ESALS WB Passing Lane</i>	<i>Total ESALS</i>	<i>Driving Lane ESALS %</i>	<i>Passing Lane ESALS %</i>	<i>Pavement Life Decrease Months</i>
Aug 2017	15617	2371	944	14616	33548	90	10	0.9
Sep 2017	14566	1734	786	13856	30942	92	8	1
Oct 2017	16018	2029	1382	14486	33915	90	10	1.8
Nov 2017	17031	2164	1100	12578	32873	90	10	4.1
Dec 2017	16997	2090	1002	12066	32154	90	10	5.4
Jan 2018	19812	2473	1222	14703	38210	90	10	15.5
Feb 2018	18052	2347	1003	11230	32632	90	10	20.1
Mar 2018	18827	2876	1191	13157	36051	89	11	6.4
Apr 2018	16746	1881	1202	11196	31025	90	10	4.2
May 2018	16376	979	1737	4705	23796	89	11	2.1
Jun 2018	14800	727	1342	6525	23394	91	9	1.9
Jul 2018	16921	0	9	10572	27502	100	0	1.7
TOTAL	201763	21670	12920	139688	376041	-	-	-
AVERAGE	16814	1806	1077	11641	31337	91	9	5

Gross Vehicle Weight

<i>Month</i>	<i>GVW EB Passing Lane</i>	<i>GVW EB Driving Lane</i>	<i>GVW WB Passing Lane</i>	<i>GVW WB Driving Lane</i>	<i>Total GVW Kips</i>
Aug 2017	1078220	101733	118530	938490	2236973
Sep 2017	979933	97771	97329	789455	1964488
Oct 2017	1143670	138193	134200	979557	2395620
Nov 2017	1063047	114734	126699	906030	2210510
Dec 2017	1202778	121874	163857	794674	2283183
Jan 2018	1116868	95255	124481	879493	2216097
Feb 2018	1338183	368	2272	1217015	2557839
Mar 2018	1261836	183803	169415	1233730	2848784
Apr 2018	1142132	137670	139643	1114926	2534370
May 2018	1134750	132557	157514	1084975	2509797
Jun 2018	1103714	127455	138168	976942	2346279
Jul 2018	1080273	116954	121419	937730	2256376
TOTAL	13645406	1368366	1493528	11853017	28360317
AVERAGE	1137117	114031	124461	987751	2363360

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>
Aug 2017	4016	1.7	10.5	756	127
Sep 2017	3822	1.9	11.1	670	143
Oct 2017	5170	2.8	15.1	814	228
Nov 2017	6117	3.5	19.7	949	384
Dec 2017	6391	3.7	22.2	957	412
Jan 2018	8282	5.7	27.8	1737	532
Feb 2018	6759	5.2	26	1616	509
Mar 2018	7052	4.1	22.5	1108	426
Apr 2018	5347	3.4	17.5	724	285
May 2018	3103	1.6	9.4	424	177
Jun 2018	2700	1.4	8.6	357	132
Jul 2018	3120	1.5	8.8	367	132
TOTAL	61879	-	-	10479	3487
AVERAGE	5156.6	3	16.6	873.2	290.6

Freight

<i>Month</i>	<i>EB Freight Tons</i>	<i>WB Freight Tons</i>	<i>Total Freight</i>	<i>EB Freight %</i>	<i>WB Freight %</i>
Aug 2017	206671	176440	383111	53.9	46.1
Sep 2017	186208	163597	349805	53.2	46.8
Oct 2017	198006	179656	377662	52.4	47.6
Nov 2017	197631	156250	353880	55.8	44.2
Dec 2017	190642	145269	335911	56.8	43.2
Jan 2018	211839	163825	375664	56.4	43.6
Feb 2018	191924	133687	325611	58.9	41.1
Mar 2018	212669	160954	373623	56.9	43.1
Apr 2018	192828	145227	338055	57	43
May 2018	196583	85794	282376	69.6	30.4
Jun 2018	177370	102298	279667	63.4	36.6
Jul 2018	193176	140629	333805	57.9	42.1
TOTAL	2355547	1753625	4109171	-	-
AVERAGE	196295.5	146135.4	342430.9	57.7	42.3