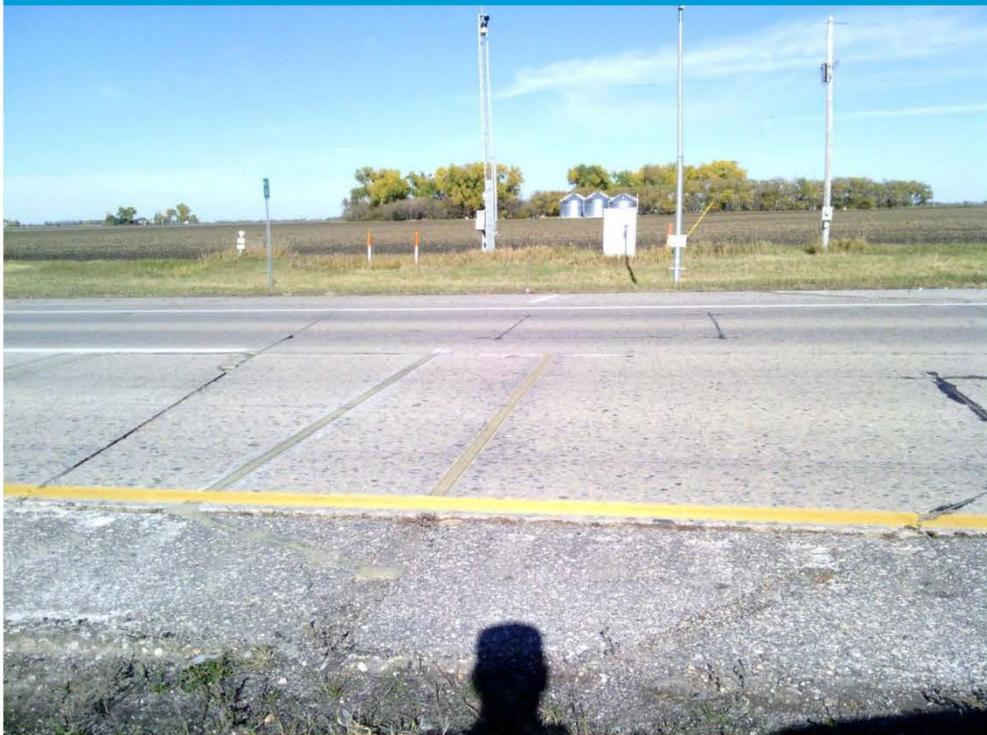


APRIL 2018



**WIM #31
US 2, MP 8.0
EAST GRAND
FORKS, MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #31 is located on US 2 near East Grand Forks in Polk county.

System Operation

WIM #31 was operational for the entire month of April 2018. Volume was computed using all monthly data.

System Calibration

WIM #31 was most recently calibrated on 2016-11-01. 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 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 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: 156295 | Passenger Vehicles: 143071 | Heavy Commercial Vehicles: 13224

Monthly Average Daily Traffic (MADT): 5210 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 441

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 Fridays, with lowest volumes reported on Sundays. WB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays (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 03 PM and 05 PM. Similarly, WB PVs peaked in volume between 03 PM and 05 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling EB typically reached peak volume levels between 03 PM and 05 PM, while volume going WB peaked between 03 PM and 05 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 13224 HCVs, 987 of them were overweight³. These overweight HCVs contributed to 0.6% of total monthly volume, and 7.5% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Mondays, with lowest volumes reported on Saturdays. WB 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 13 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 53.6% of all overweight vehicles traveling WB 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 report⁴.

Using normal load limits ,76 EB vehicles exceeded 88,000 pounds (65 vehicles were Class 13's; 7 vehicles were Class 10's). Of vehicles traveling WB,

22 EB vehicles exceeded 88,000 pounds (18 vehicles were Class 10's; 4 vehicles were Class 13's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from April 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in April 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 fully_loaded Class 9's than empty 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 103171 tons of freight was recorded to have crossed the WIM. More freight was shipped EB (52.3%) than WB (47.7%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 8023 (a box culvert) is approximately 14.6 miles east of WIM #31, and Bridge No. 4700 is 6.4 miles west of WIM #31. WIM #31 recorded a total of 156295 vehicles with a combined GVW of 1188267 kips (1 kip = 1,000 pounds = 0.5 tons) in April 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 7768 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 55.7% of all ESALs were recorded EB while 44.3% was observed WB. In particular, 64% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 27% 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).

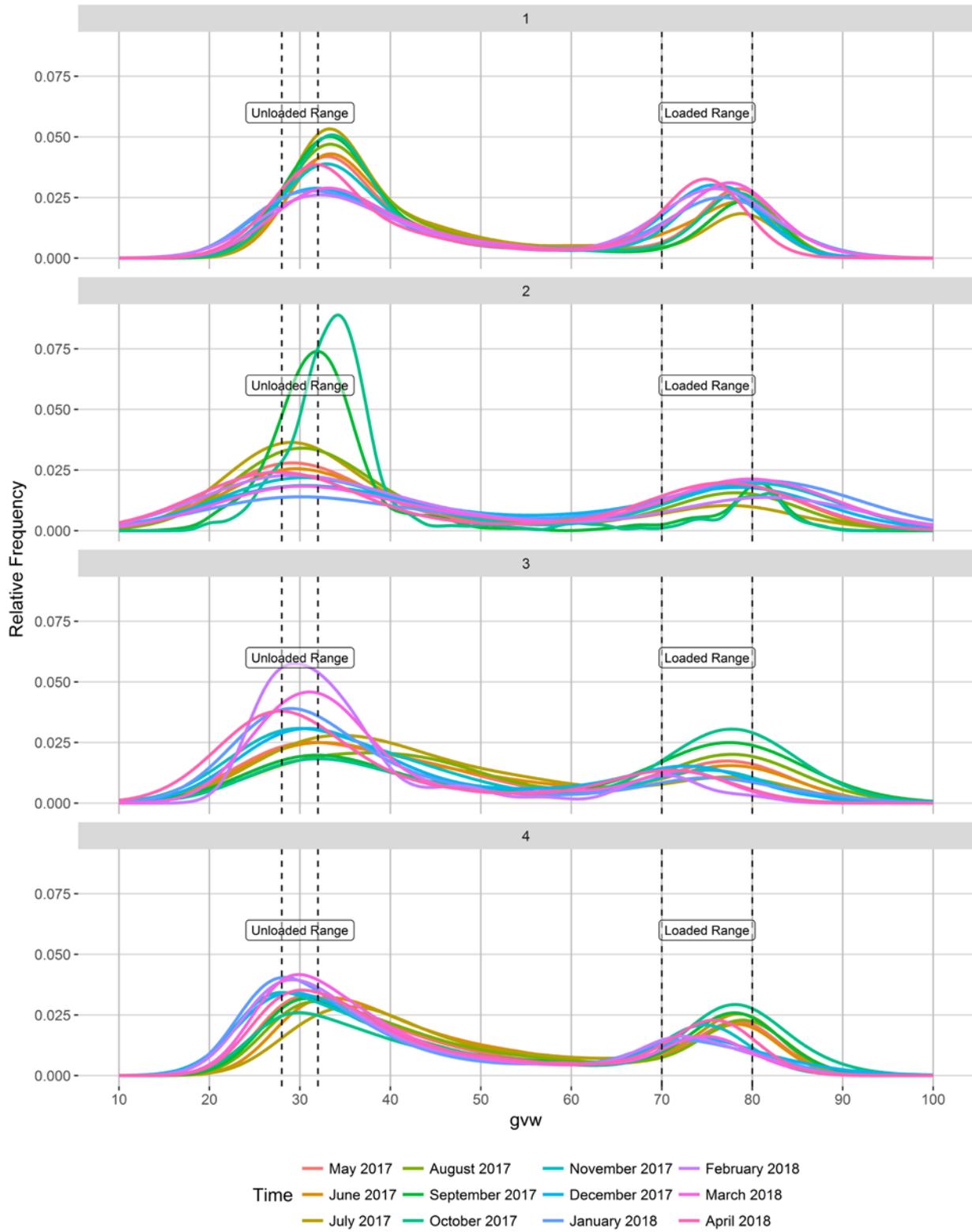
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

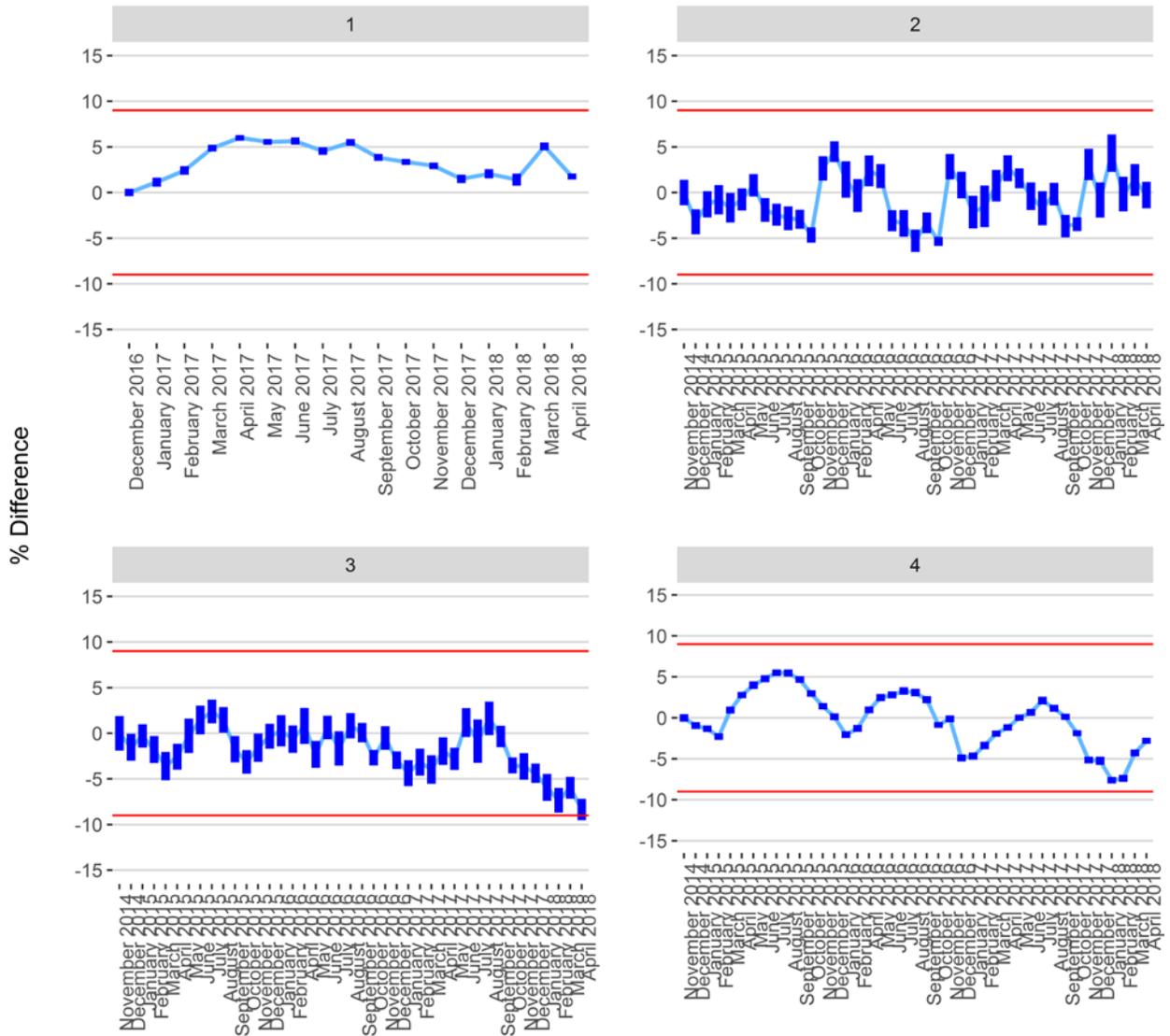
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

Figure 1 - Monthly Class 9 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

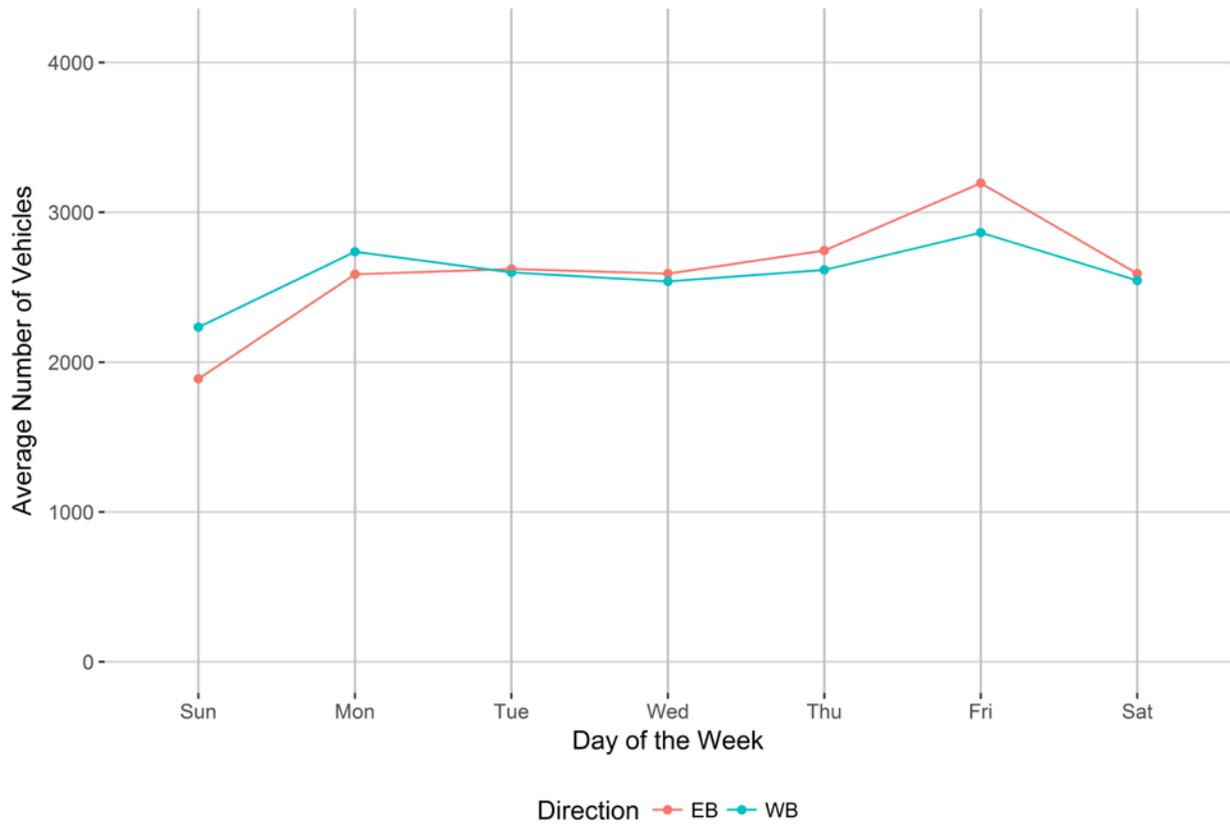


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

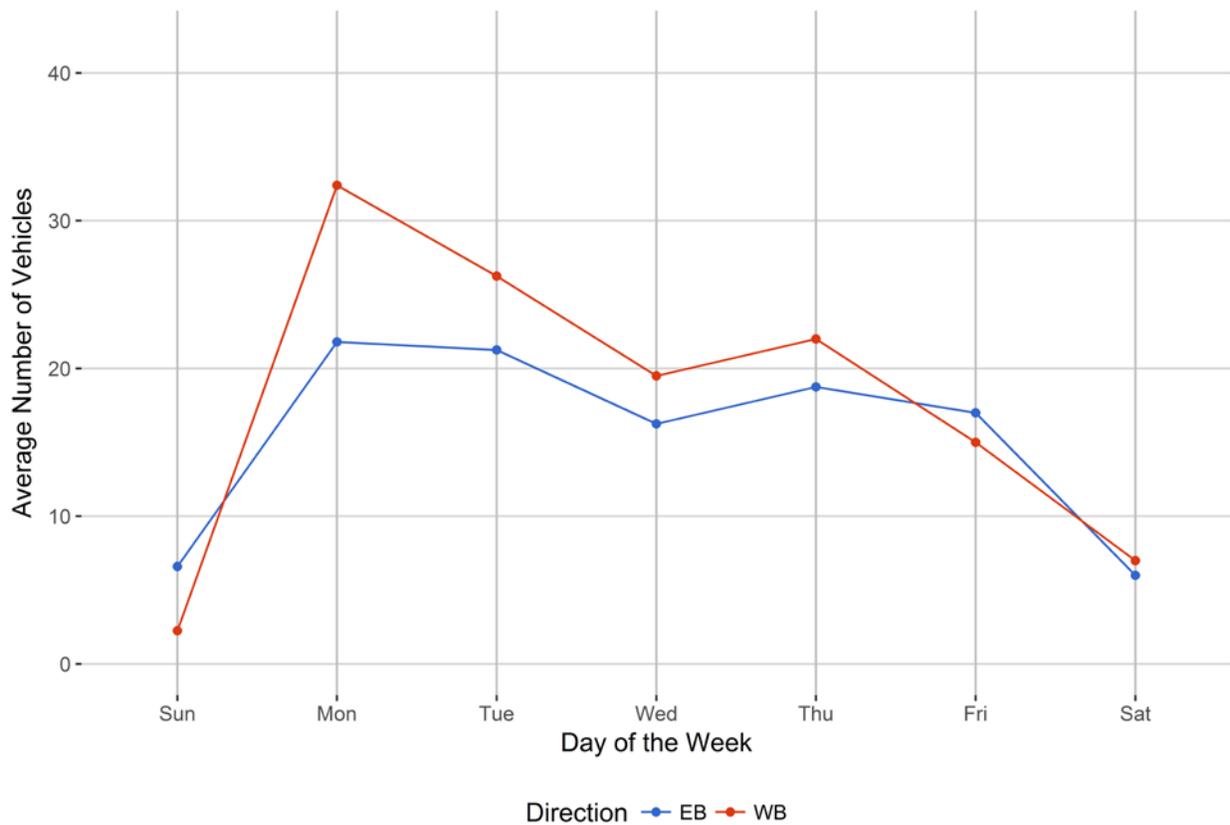


Figure 4 - Passenger Vehicles vs. Hour of the Day

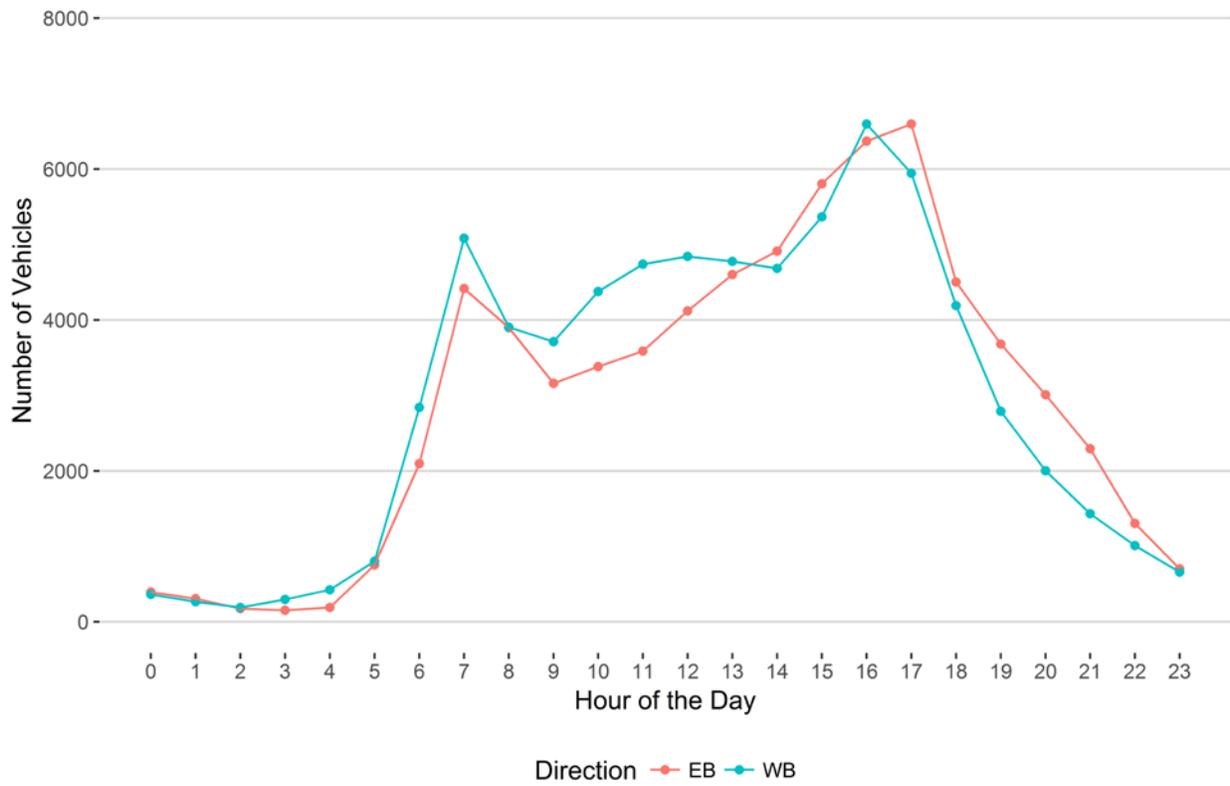


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

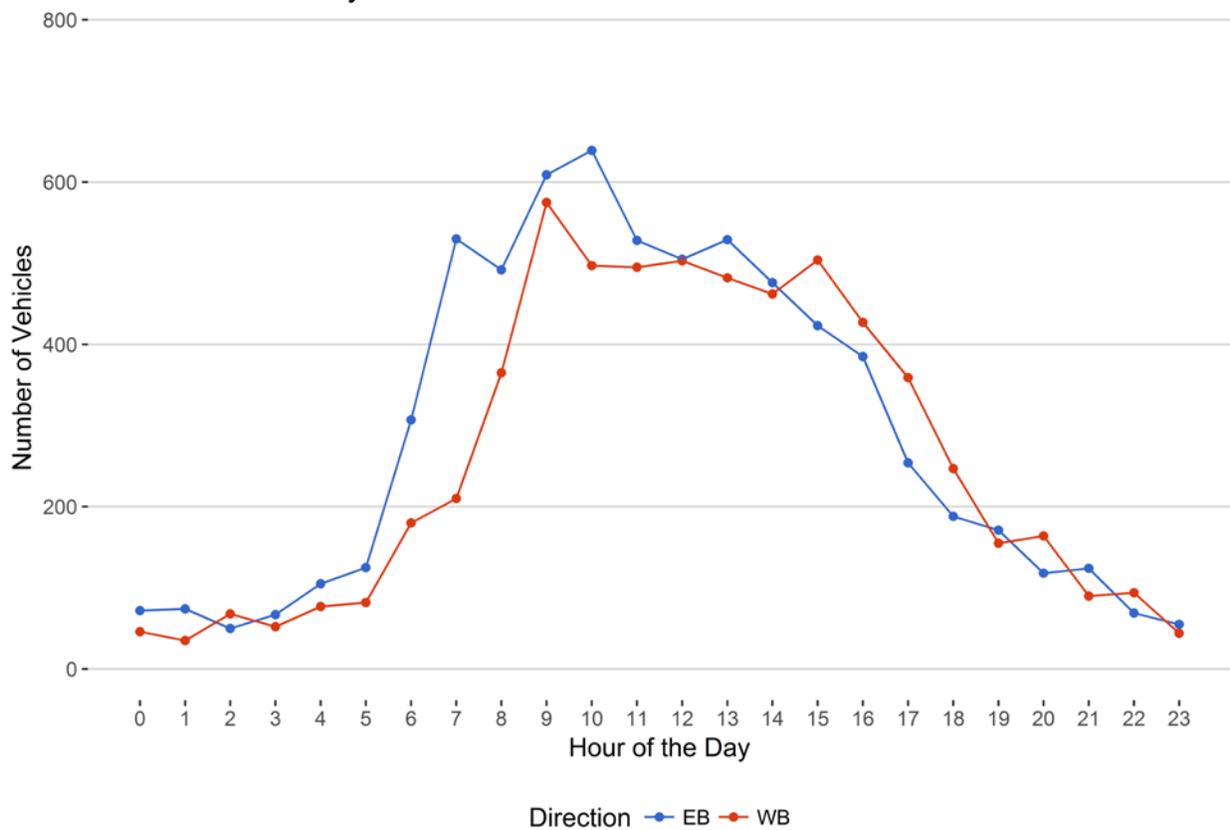


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

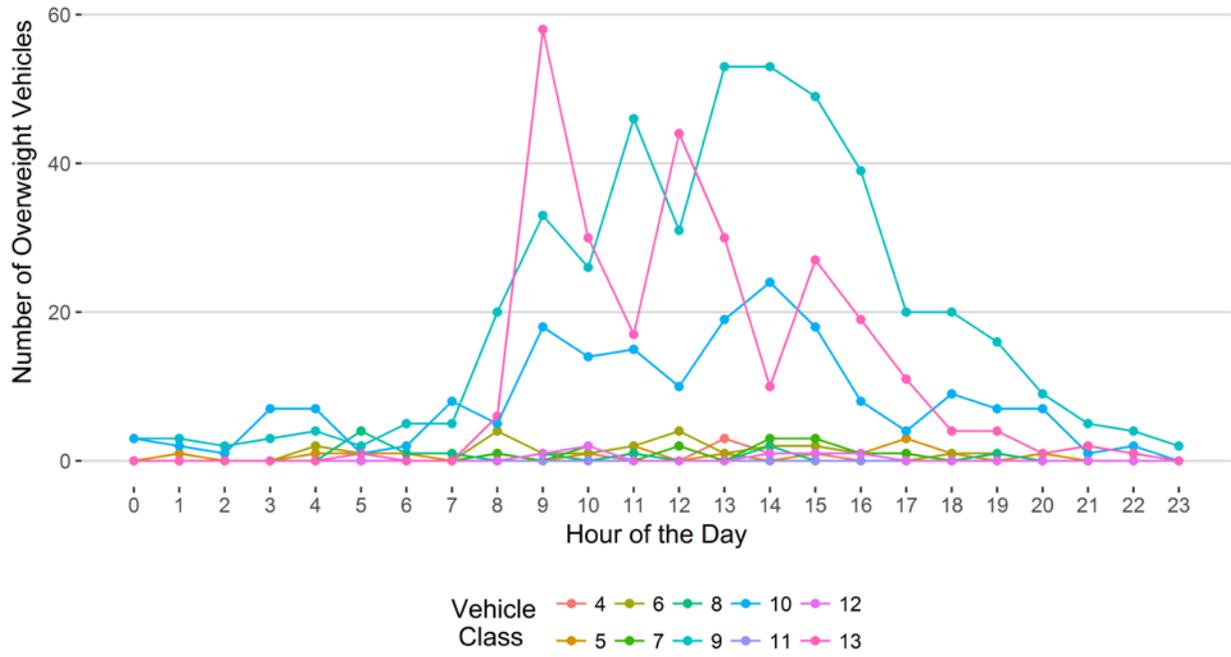


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

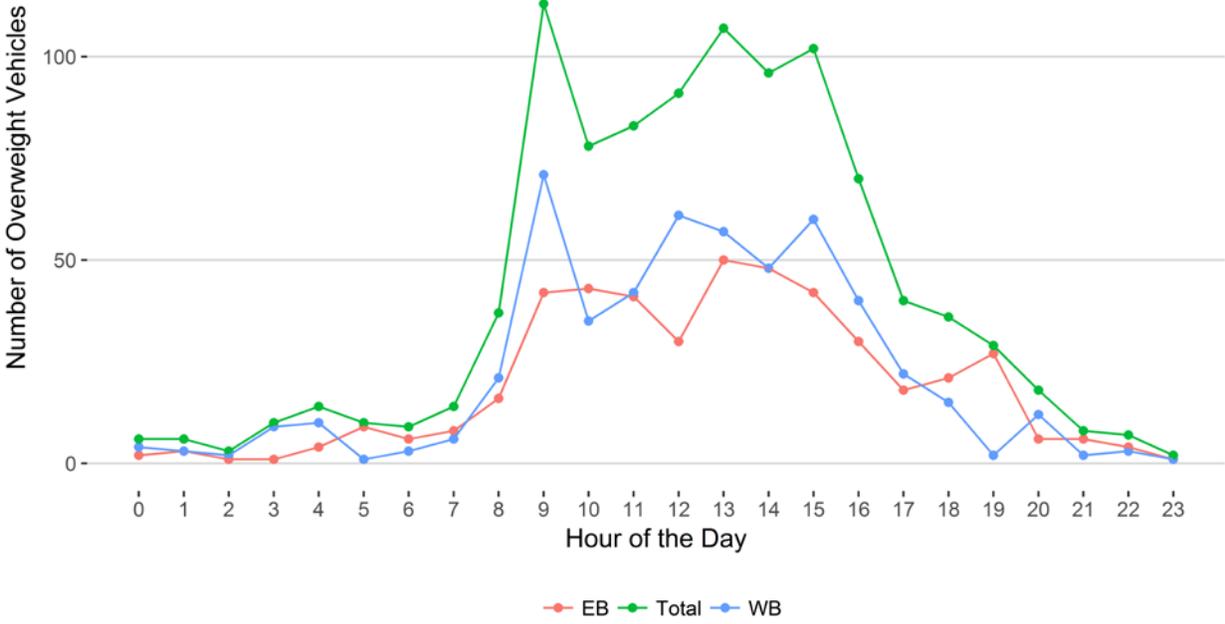
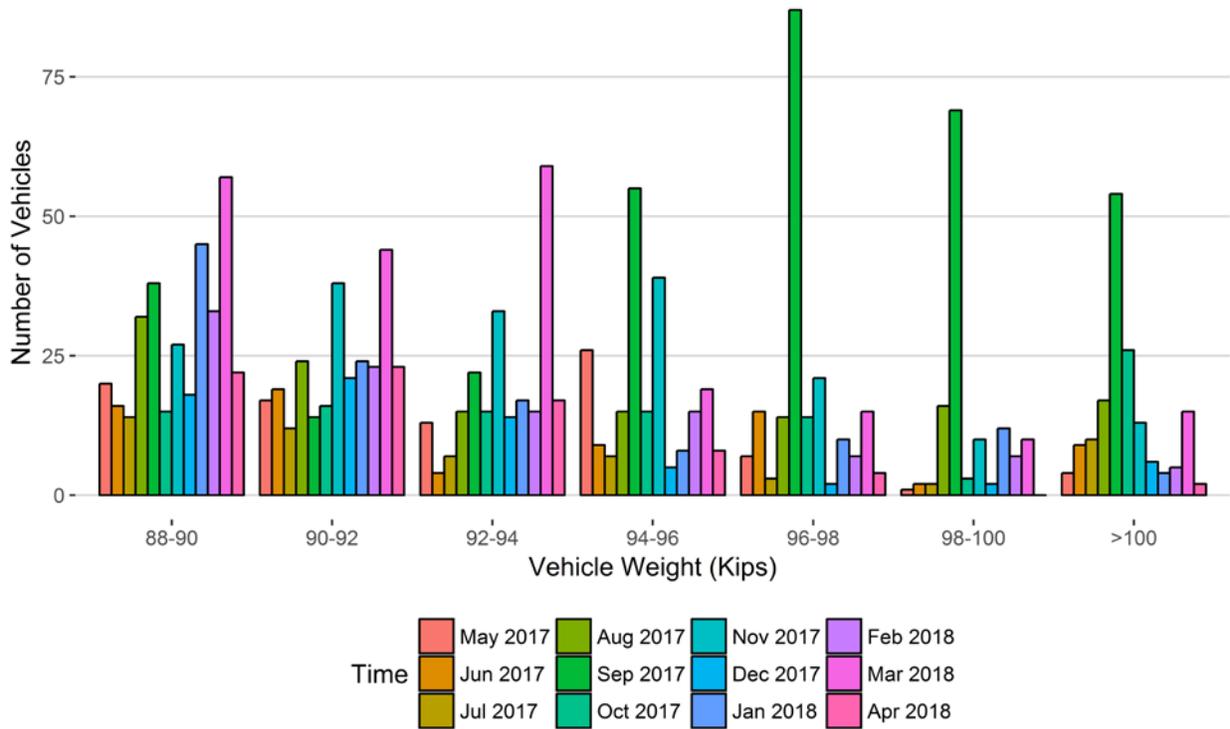
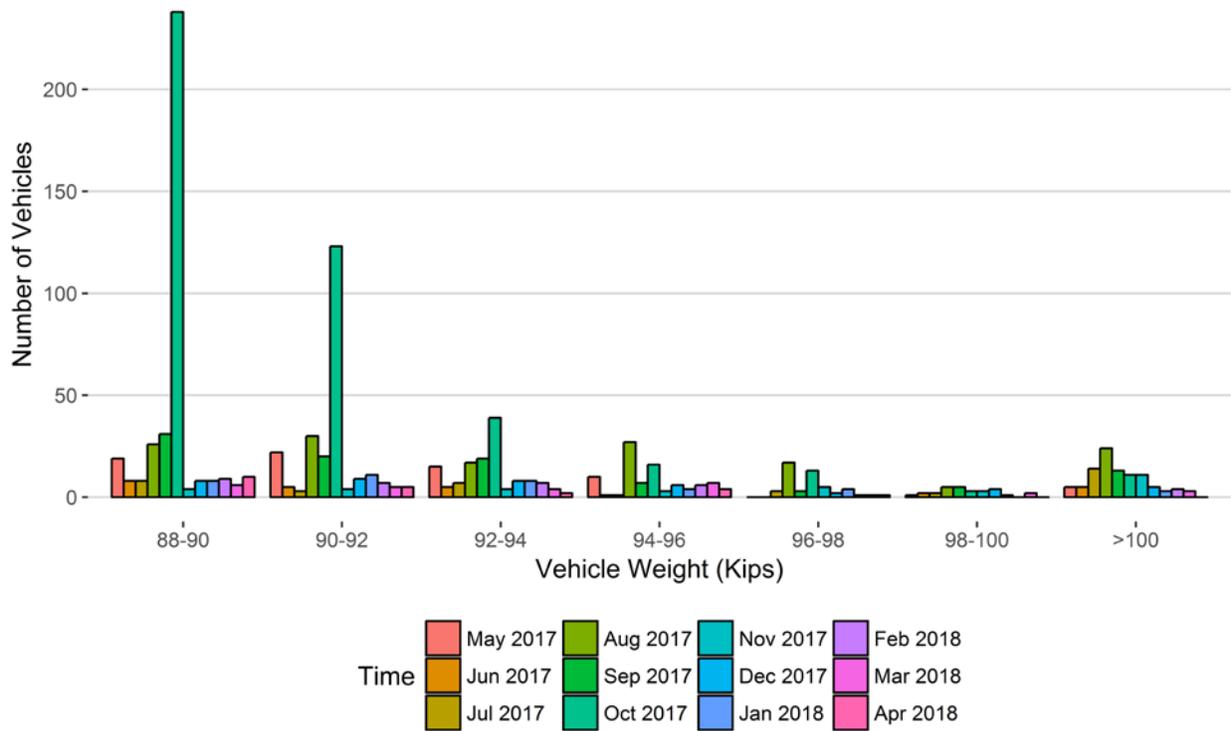


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018
88-90	20	16	14	32	38	15	27	18	45	33	57	22
90-92	17	19	12	24	14	16	38	21	24	23	44	23
92-94	13	4	7	15	22	15	33	14	17	15	59	17
94-96	26	9	7	15	55	15	39	5	8	15	19	8
96-98	7	15	3	14	87	14	21	2	10	7	15	4
98-100	1	2	2	16	69	3	10	2	12	7	10	0
>100	4	9	10	17	54	26	13	6	4	5	15	2
Total	88	74	55	133	339	104	181	68	120	105	219	76

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



Vehicle Weights (Kips)	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018
88-90	19	8	8	26	31	238	4	8	8	9	6	10
90-92	22	5	3	30	20	123	4	9	11	7	5	5
92-94	15	5	7	17	19	39	4	8	8	7	4	2
94-96	10	1	1	27	7	16	3	6	4	6	7	4
96-98	0	0	3	17	3	13	5	2	4	1	1	1
98-100	1	2	2	5	5	3	3	4	1	0	2	0
>100	5	5	14	24	13	11	11	5	3	4	3	0
Total	72	26	38	146	98	443	34	42	39	34	28	22

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

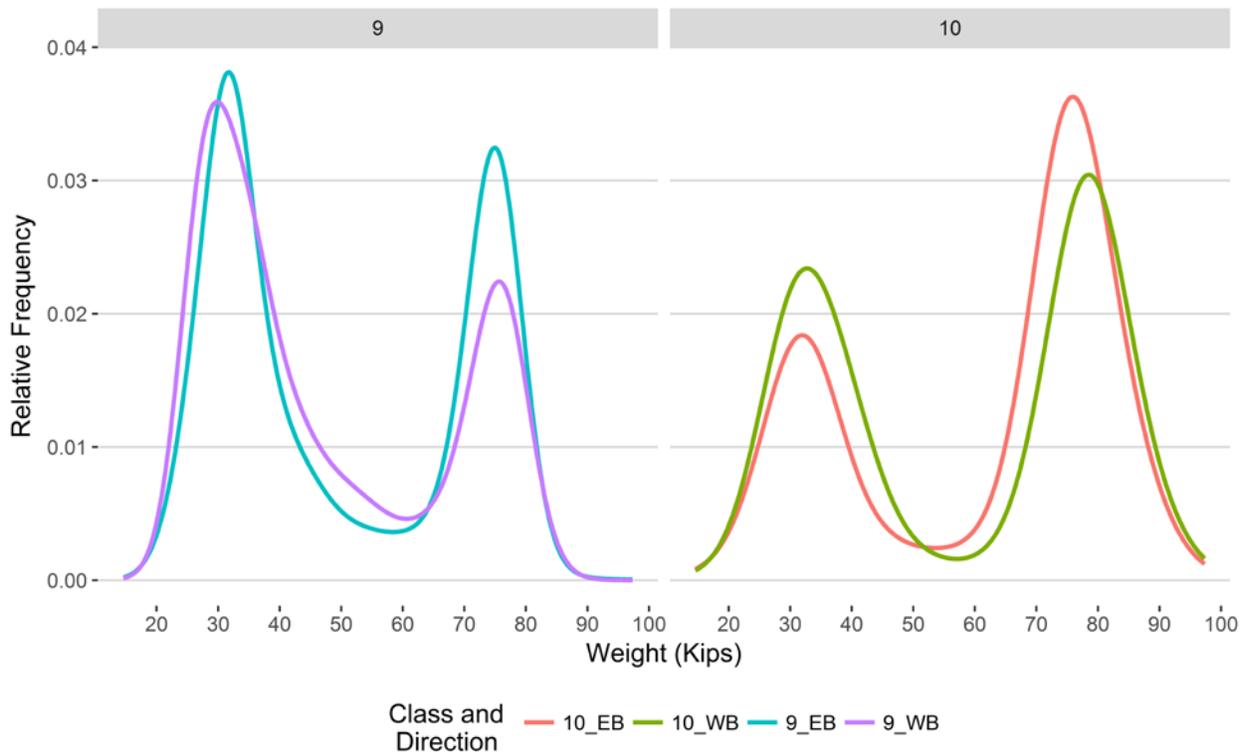


Figure 9 - Freight Percentage by Direction and Class

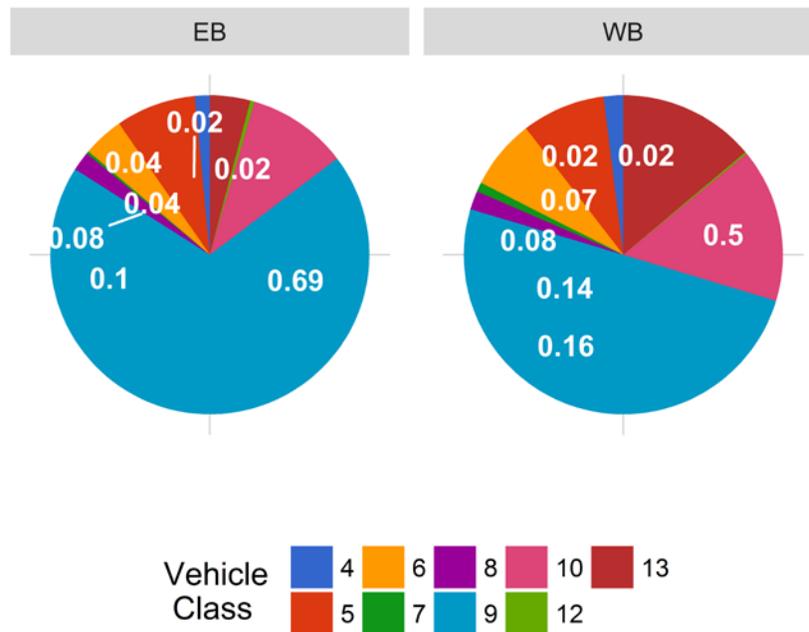


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

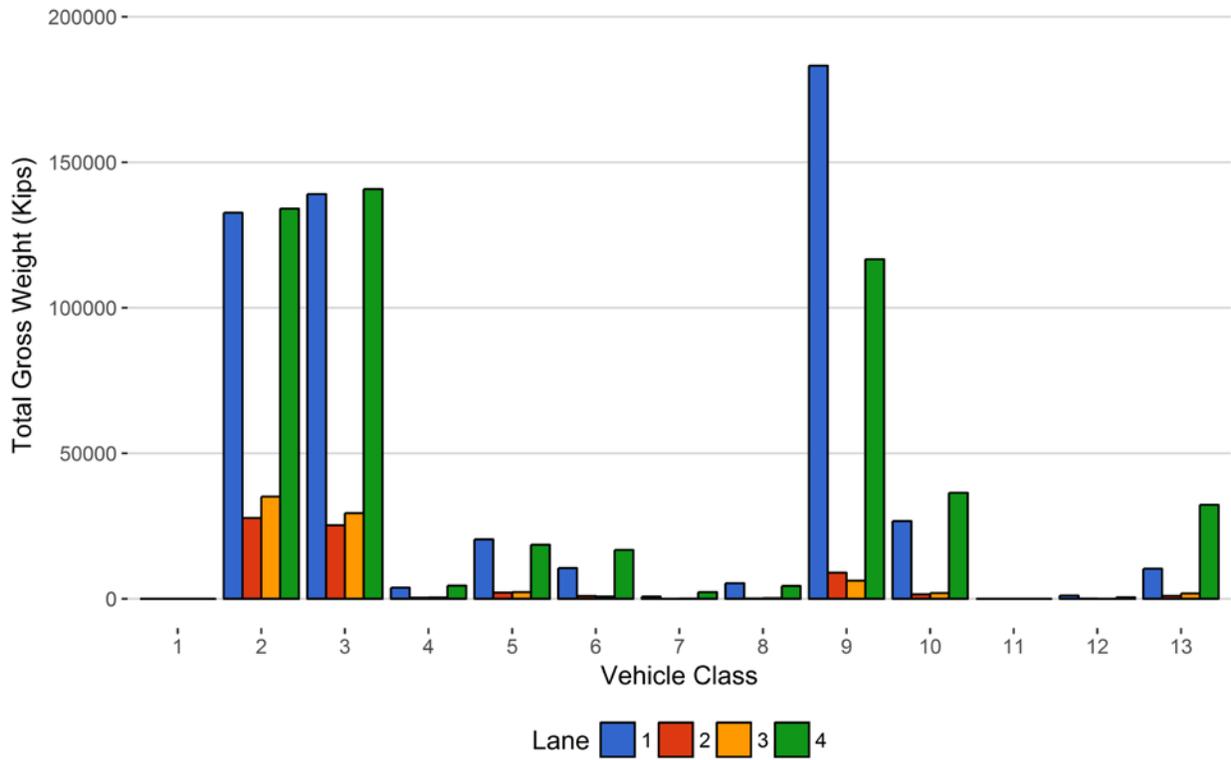


Figure 11 - Total Gross Vehicle Weight I

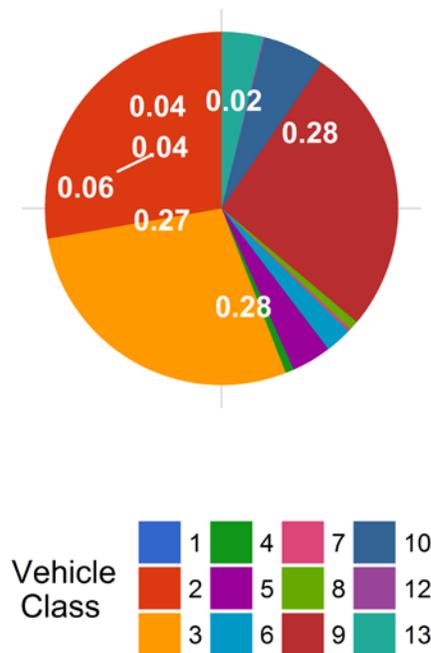


Figure 12 - Total ESALs by Class and Lane

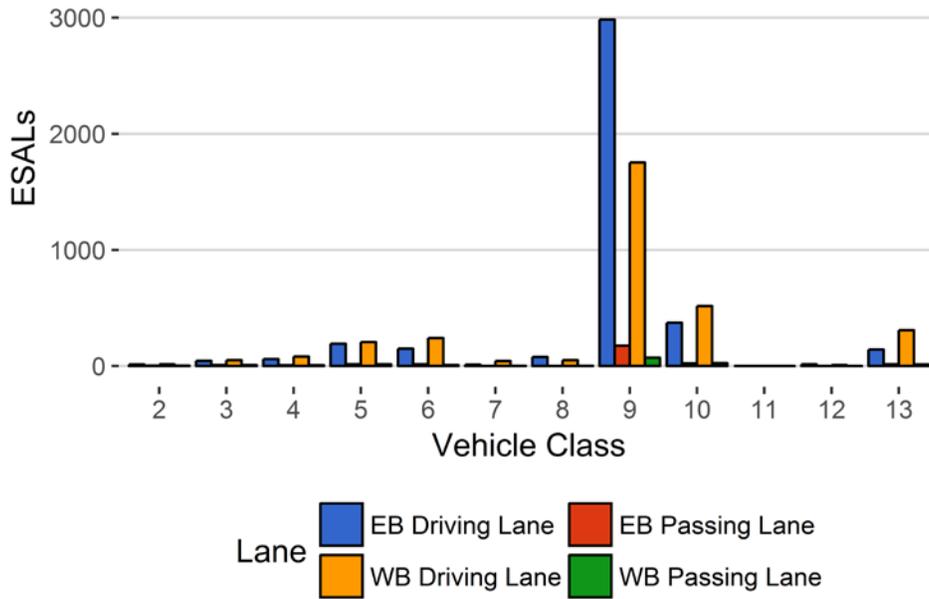


Figure 13 - ESALs by Class

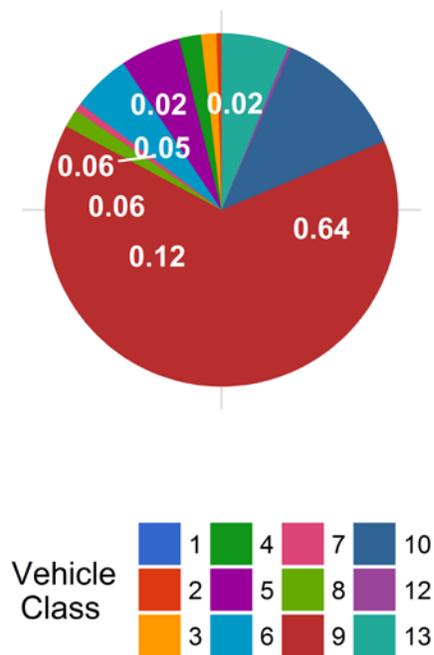


Table 1 Class 9 Front Axle Weight by Lane

<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>
November 2014	NA	NA	11.17	0.00	10.87	0.00	11.45	0.00
December 2014	NA	NA	10.82	-3.20	10.70	-1.53	11.34	-0.95
January 2015	NA	NA	11.03	-1.29	10.84	-0.29	11.30	-1.33
February 2015	NA	NA	11.09	-0.79	10.68	-1.79	11.19	-2.29
March 2015	NA	NA	10.99	-1.66	10.48	-3.60	11.56	0.95
April 2015	NA	NA	11.09	-0.76	10.59	-2.56	11.77	2.78
May 2015	NA	NA	11.26	0.80	10.84	-0.28	11.91	3.99
June 2015	NA	NA	10.96	-1.90	11.03	1.45	12.00	4.78
July 2015	NA	NA	10.90	-2.43	11.13	2.38	12.08	5.52
August 2015	NA	NA	10.86	-2.82	11.03	1.47	12.08	5.47
September 2015	NA	NA	10.85	-2.92	10.68	-1.74	11.99	4.67
October 2015	NA	NA	10.65	-4.66	10.53	-3.13	11.79	2.97
November 2015	NA	NA	11.47	2.64	10.70	-1.58	11.61	1.41
December 2015	NA	NA	11.68	4.48	10.84	-0.32	11.47	0.13
January 2016	NA	NA	11.33	1.43	10.90	0.27	11.22	-2.05
February 2016	NA	NA	11.14	-0.34	10.80	-0.64	11.30	-1.29
April 2016	NA	NA	11.44	2.37	10.96	0.81	11.56	0.96
May 2016	NA	NA	11.38	1.80	10.62	-2.31	11.74	2.47
June 2016	NA	NA	10.83	-3.09	10.94	0.63	11.77	2.80
July 2016	NA	NA	10.80	-3.39	10.69	-1.66	11.83	3.28
August 2016	NA	NA	10.58	-5.29	10.96	0.83	11.81	3.09
September 2016	NA	NA	10.80	-3.32	10.88	0.07	11.71	2.22
October 2016	NA	NA	10.58	-5.35	10.58	-2.68	11.35	-0.85
November 2016	NA	NA	11.49	2.83	10.82	-0.52	11.44	-0.11
December 2016	10.79	0.00	11.27	0.83	10.55	-2.94	10.89	-4.89

January 2017	10.91	1.14	10.94	-2.14	10.40	-4.36	10.92	-4.67
February 2017	11.05	2.42	11.01	-1.51	10.53	-3.16	11.07	-3.37
March 2017	11.32	4.87	11.26	0.76	10.44	-3.97	11.23	-1.92
April 2017	11.44	5.99	11.47	2.65	10.66	-1.96	11.32	-1.17
May 2017	11.39	5.55	11.35	1.56	10.57	-2.80	11.45	0.02
June 2017	11.40	5.64	11.13	-0.40	11.00	1.16	11.53	0.67
July 2017	11.28	4.55	10.98	-1.72	10.78	-0.86	11.69	2.12
August 2017	11.38	5.49	11.16	-0.18	11.05	1.63	11.59	1.17
September 2017	11.21	3.85	10.76	-3.67	10.83	-0.35	11.47	0.12
October 2017	11.15	3.35	10.79	-3.47	10.49	-3.52	11.24	-1.87
November 2017	11.11	2.93	11.52	3.08	10.48	-3.64	10.86	-5.15
December 2017	10.95	1.49	11.08	-0.83	10.39	-4.38	10.85	-5.24
January 2018	11.01	2.05	11.66	4.31	10.23	-5.93	10.58	-7.61
February 2018	10.94	1.41	11.16	-0.18	10.07	-7.34	10.61	-7.39
March 2018	11.34	5.06	11.33	1.38	10.22	-5.97	10.96	-4.29
April 2018	10.98	1.76	11.14	-0.27	9.96	-8.36	11.13	-2.80

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	1	19	0	0	0
2	2889	86661	55.4	0	0
3	1880	56391	36.1	0	0
4	11	324	0.2	8	0.8
5	111	3325	2.1	16	1.6
6	33	982	0.6	23	2.3
7	2	55	0	13	1.3
8	11	340	0.2	11	1.1
9	216	6482	4.1	453	45.9
10	37	1121	0.7	192	19.5
11	0	0	0	0	0
12	1	24	0	6	0.6
13	19	571	0.4	265	26.8
TOTAL	5210	156295	100	987	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>
2018-04-25	Wednesday	11:41:02	10	WB	4	97.34
2018-04-09	Monday	11:34:39	10	EB	1	96.69
2018-04-06	Friday	19:26:17	9	EB	1	96.36
2018-04-09	Monday	14:22:20	10	WB	4	95.18
2018-04-02	Monday	18:23:23	10	EB	1	94.84
2018-04-15	Sunday	13:33:11	9	EB	1	93.88
2018-04-27	Friday	16:54:15	10	WB	4	93.06
2018-04-23	Monday	13:27:56	10	WB	4	91.43
2018-04-30	Monday	14:12:17	10	WB	4	91.28
2018-04-30	Monday	14:59:55	10	WB	4	91.28

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	169	47	27.8	3731	463	951
5	EB	8	1728	359	20.8	19966	2558	4507
6	EB	19	389	50	12.9	10625	859	2092
7	EB	11.5	14	0	0	748	0	293
8	EB	31	177	83	46.9	3602	1806	344
9	EB	33	3812	1290	33.8	153832	38310	35303
10	EB	33.5	456	97	21.3	25335	2917	6654
12	EB	36.5	17	0	0	1165	0	272
13	EB	31.5	133	0	0	11340	0	3575
TOTAL	****	****	6895	1926	****	230344	****	53992
<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	152	20	13.2	4665	244	1342
5	WB	8	1568	281	17.9	18722	2084	4213
6	WB	19	584	46	7.9	16679	797	3228
7	WB	11.5	41	0	0	2346	0	937
8	WB	31	160	84	52.5	2789	1871	217
9	WB	33	2613	871	33.3	98216	24732	20365
10	WB	33.5	655	168	25.6	33328	5056	8507
12	WB	36.5	7	0	0	481	0	113
13	WB	31.5	433	0	0	34154	0	10257
TOTAL	****	****	6213	1470	****	211380	****	49179
GRAND TOTAL	****	****	13108	3396	314	441724	81697	103171

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	16	2	4	6	27	0
2	132686	27750	35090	134028	329554	27.8
3	139061	25267	29433	140750	334510	28.2
4	3835	359	408	4501	9103	0.8
5	20429	2095	2290	18516	43330	3.6
6	10533	952	717	16760	28960	2.4
7	748	0	65	2281	3094	0.3
8	5324	85	229	4431	10069	0.8
9	183212	8930	6252	116696	315090	26.5
10	26702	1549	1981	36403	66635	5.6
12	1099	66	0	481	1646	0.1
13	10340	1000	1877	32277	45494	3.8
TOTAL	533984	68053	78346	507129	1187512	100
GVW/LANE	44.97	5.73	6.6	42.71	100	0.01

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	0.05
2	13	3	4	16	36	0.46	9e-04
3	44	8	8	50	111	1.43	0.004
4	60	6	8	81	155	2	0.97
5	191	15	16	206	428	5.52	0.26
6	149	15	9	242	414	5.34	0.86
7	11	0	2	42	55	0.71	1.91
8	78	1	2	51	131	1.69	0.79
9	2983	175	71	1753	4982	64.24	1.56
10	374	24	25	517	940	12.12	1.7
12	14	1	0	9	25	0.32	1.71
13	142	15	14	308	480	6.19	1.69
TOTAL	4061	263	157	3275	7756	100	12
ESALS/LANE	52.4	3.4	2	42.2	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>
May 2017	179690	5796	518	163644	91.1	16046.4	8.9	91.9	8.1
Jun 2017	184852	6162	533	168867	91.4	15985	8.6	90	10
Jul 2017	189815	6123	452	175793	92.6	14022.4	7.4	92	8
Aug 2017	190414	6142	549	173403	91.1	17011.3	8.9	91.6	8.4
Sep 2017	180227	6008	606	162055	89.9	18171.9	10.1	89.8	10.2
Oct 2017	184171	5941	796	159487	86.6	24684	13.4	88.2	11.8
Nov 2017	151412	5047	442	138141	91.2	13270.9	8.8	91.9	8.1
Dec 2017	139192	4490	300	129894	93.3	9298.2	6.7	86.8	13.2
Jan 2018	133966	4322	315	124200	92.7	9766.2	7.3	91	9
Feb 2018	128586	4592	296	120299	93.6	8287	6.4	90.2	9.8
Mar 2018	147026	4743	372	135498	92.2	11527.9	7.8	91.6	8.4
Apr 2018	156295	5210	441	143071	91.5	13223.9	8.5	93.1	6.9
TOTAL	1965646	--	--	1794352	--	171295	--	--	--
AVERAGE	163804	5381	468	149529	91	14275	9	91	9

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>
May 2017	5090	423	305	4508	10326	93	7	2.9
Jun 2017	4569	462	418	4251	9700	91	9	2.7
Jul 2017	3610	215	261	4173	8258	94	6	2.6
Aug 2017	4706	374	393	5821	11295	93	7	3.9
Sep 2017	4959	323	916	6416	12613	90	10	3.7
Oct 2017	5562	553	1181	11877	19173	91	9	9.2
Nov 2017	4174	329	271	3265	8039	93	7	3.2
Dec 2017	2437	331	325	2125	5219	87	13	1.8
Jan 2018	2742	416	151	2307	5616	90	10	8
Feb 2018	2005	355	104	1975	4439	90	10	3.8
Mar 2018	4473	386	162	2259	7280	92	8	6.2
Apr 2018	4067	263	157	3281	7768	95	5	1.2
TOTAL	48394	4431	4644	52257	109726	--	--	--
AVERAGE	4033	369	387	4355	9144	92	8	4

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>
May 2017	385504	62910	65368	395469	909251
Jun 2017	334284	61064	56862	368752	820963
Jul 2017	506396	69561	76066	422764	1074787
Aug 2017	534510	68082	78348	507327	1188267
Sep 2017	636717	94284	104485	604489	1439975
Oct 2017	619486	108046	110675	587864	1426070
Nov 2017	588872	87852	106948	607181	1390854
Dec 2017	641135	102892	109419	668499	1521944
Jan 2018	651148	96051	132295	661776	1541269
Feb 2018	722064	131001	156238	862366	1871669
Mar 2018	522471	74817	84942	486693	1168923
Apr 2018	389939	68885	89194	375618	923635
TOTAL	6532526	1025444	1170839	6548798	15277606
AVERAGE	544377	85454	97570	545733	1273134

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>
May 2017	2116	1.2	13.2	160	11
Jun 2017	1991	1.1	12.7	100	18
Jul 2017	1595	0.8	11.4	94	29
Aug 2017	2710	1.4	16	281	64
Sep 2017	3123	1.8	17.3	437	141
Oct 2017	5291	2.9	21.7	547	43
Nov 2017	1039	0.7	7.9	216	38
Dec 2017	678	0.5	7.4	110	17
Jan 2018	1113	0.8	11.6	159	20
Feb 2018	831	0.7	10.3	139	16
Mar 2018	1338	0.9	11.7	248	31
Apr 2018	989	0.6	7.5	98	2
TOTAL	22814	--	--	2589	430
AVERAGE	1901.2	1.1	12.4	215.8	35.8

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>
May 2017	63680	65831	129512	49.2	50.8
Jun 2017	57114	63587	120702	47.3	52.7
Jul 2017	42908	57812	100720	42.6	57.4
Aug 2017	57510	80312	137822	41.7	58.3
Sep 2017	63214	94251	157465	40.1	59.9
Oct 2017	72458	170001	242460	29.9	70.1
Nov 2017	53063	50595	103659	51.2	48.8
Dec 2017	33019	28429	61447	53.7	46.3
Jan 2018	36260	29867	66127	54.8	45.2
Feb 2018	28116	25775	53891	52.2	47.8
Mar 2018	56286	29140	85426	65.9	34.1
Apr 2018	53992	49179	103171	52.3	47.7
TOTAL	617620	744781	1362401	--	--
AVERAGE	51468.3	62065.1	113533.4	48.4	51.6