

JUNE 2019



**WIM #42
US 61,
MP 119.6
COTTAGE
GROVE,
MINNESOTA**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #42 is located on US 61 near Cottage Grove in Washington county.

System Operation

WIM #42 was operational for the entire month of June 2019. Volume was computed using all monthly data.

System Calibration

WIM #42 was most recently calibrated on 2016-08-04. 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: 1096822 | Passenger Vehicles: 1044498 | Heavy Commercial Vehicles: 52324

Monthly Average Daily Traffic (MADT): 36561 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1744

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 Fridays, with lowest volumes reported on Sundays. SB vehicles typically reached highest volume levels on Saturdays, 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), NB PVs generally reached peak volume levels between 03 PM and 05 PM. Similarly, SB PVs peaked in volume between 03 PM and 05 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 03 PM and 05 PM, while volume going SB 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 52324 HCVs, 6988 of them were overweight ³. These overweight HCVs contributed to 0.7% of total monthly volume, and 13.9% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Sundays. 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 10 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 63.8% of all overweight vehicles traveling SB 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 June.

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 ,117 NB vehicles exceeded 88,000 pounds (56 vehicles were Class 9's; 30 vehicles were Class 13's). Of vehicles traveling SB,

751 NB vehicles exceeded 88,000 pounds (555 vehicles were Class 9's; 91 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from June 2019.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in June 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 empty Class 9's than fully_loaded 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 381040 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (50.6%) than NB (49.4%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 5895 (Hastings Bridge) is approximately 1.9 miles south of WIM #42, and Bridge No. 82J16 is 1.0 miles north of WIM #42. WIM #42 recorded a total of 1096822 vehicles with a combined GVW of 6552047 kips (1 kip = 1,000 pounds = 0.5 tons) in June 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 35809 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 56.2% of all ESALs were recorded SB while 43.8% was observed NB. In particular, 59% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 16% 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).

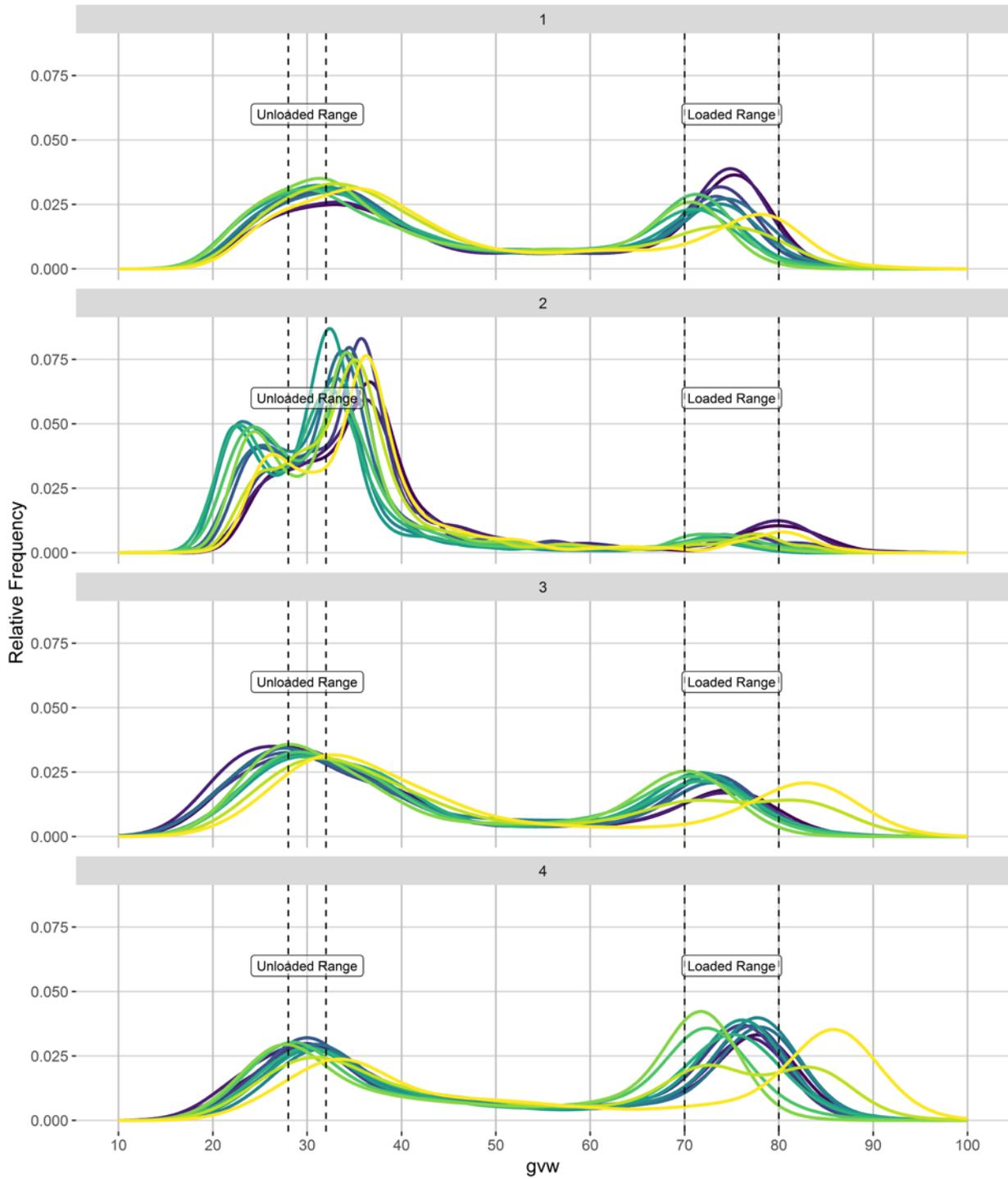
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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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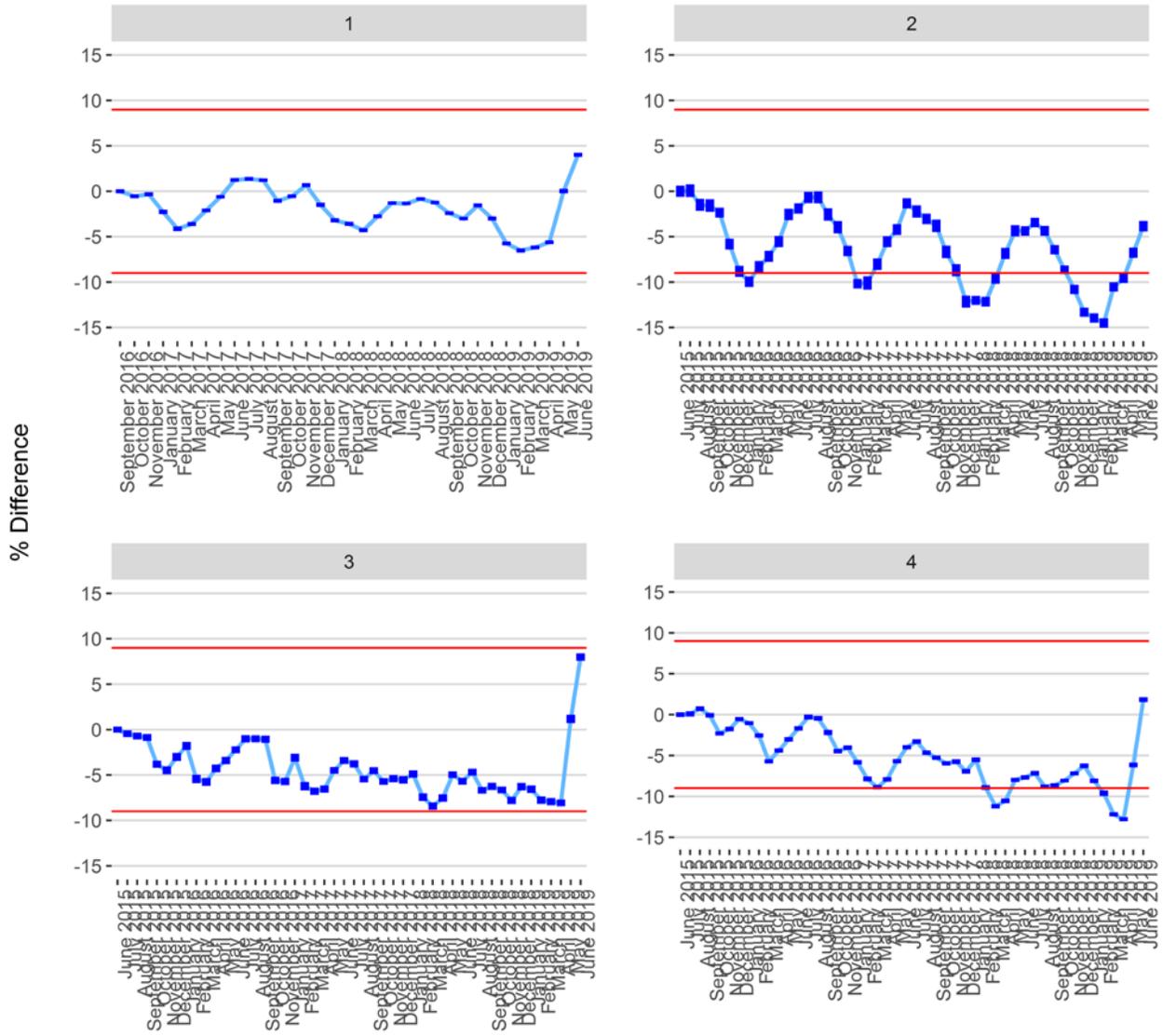
Figure 1 - Monthly Class 9 GVW Histogram



- | | | | |
|----------------|---------------|---------------|------------|
| July 2018 | October 2018 | January 2019 | April 2019 |
| August 2018 | November 2018 | February 2019 | May 2019 |
| September 2018 | December 2018 | March 2019 | June 2019 |

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

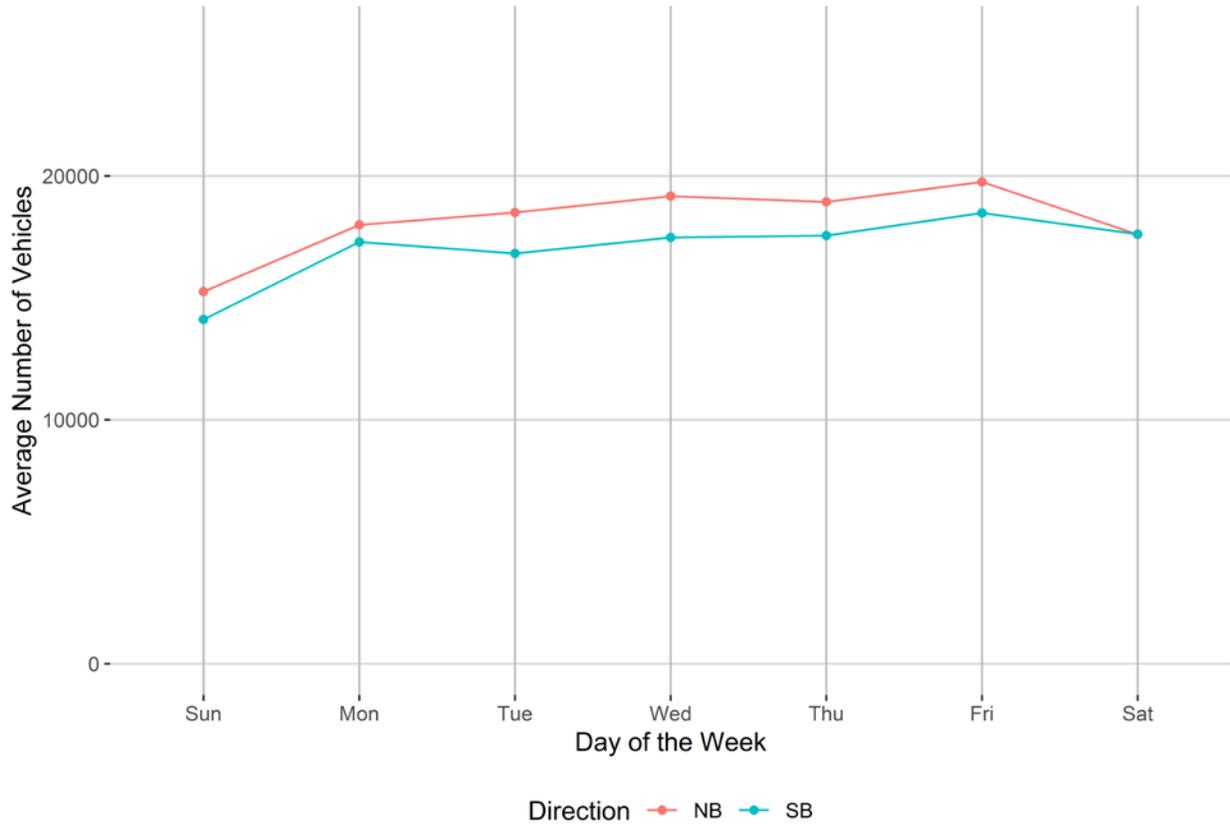


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

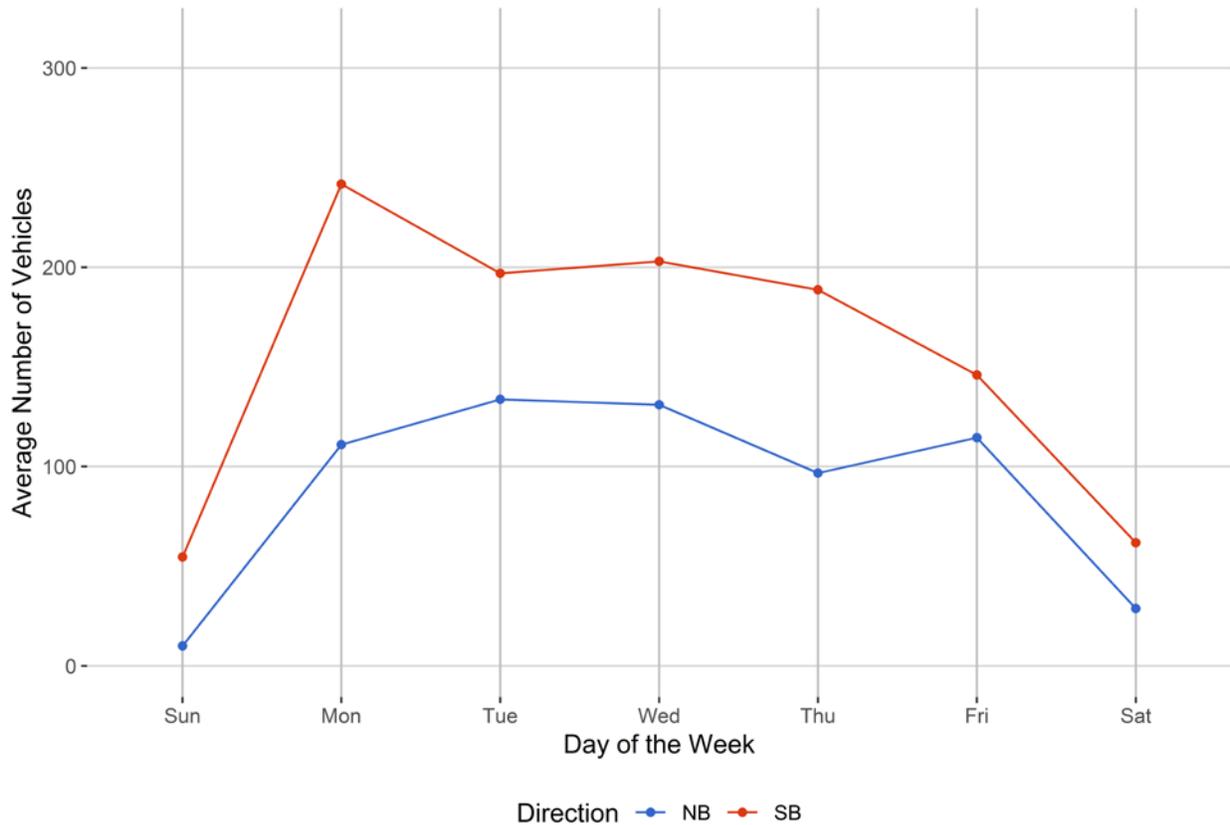


Figure 4 - Passenger Vehicles vs. Hour of the Day

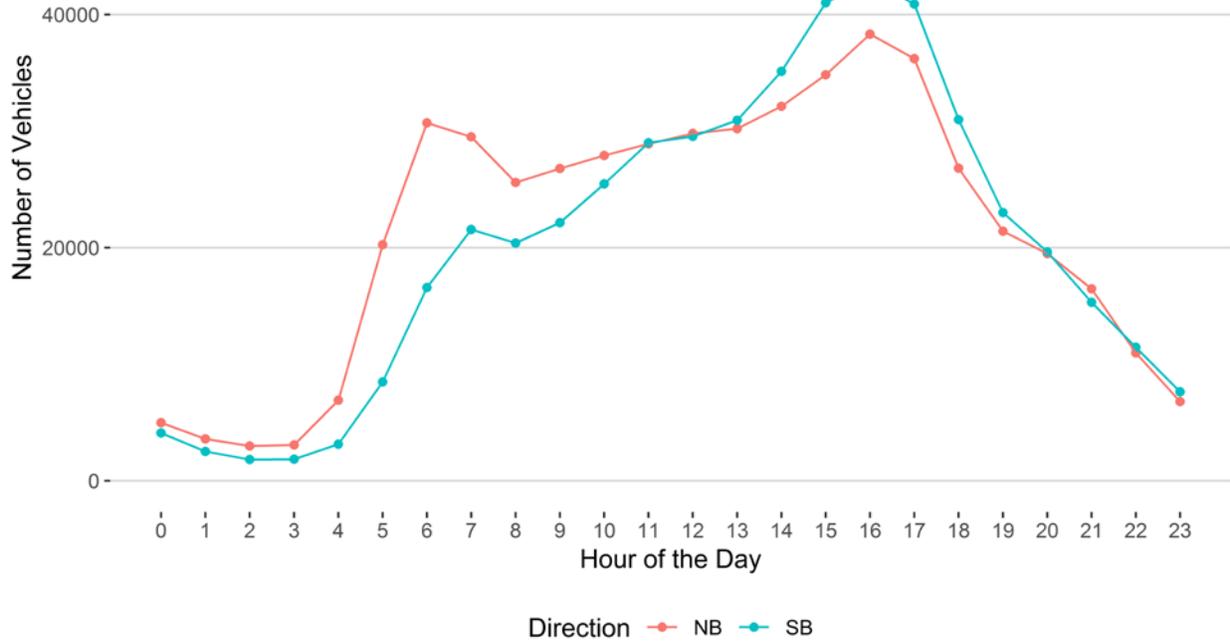


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

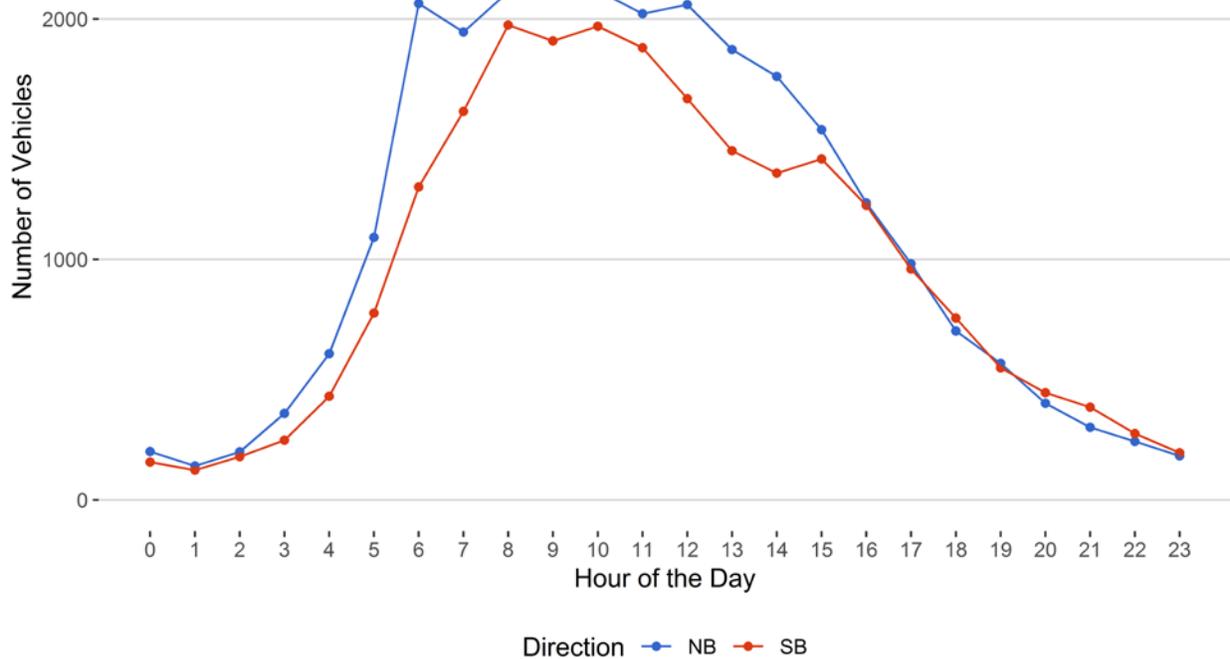


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

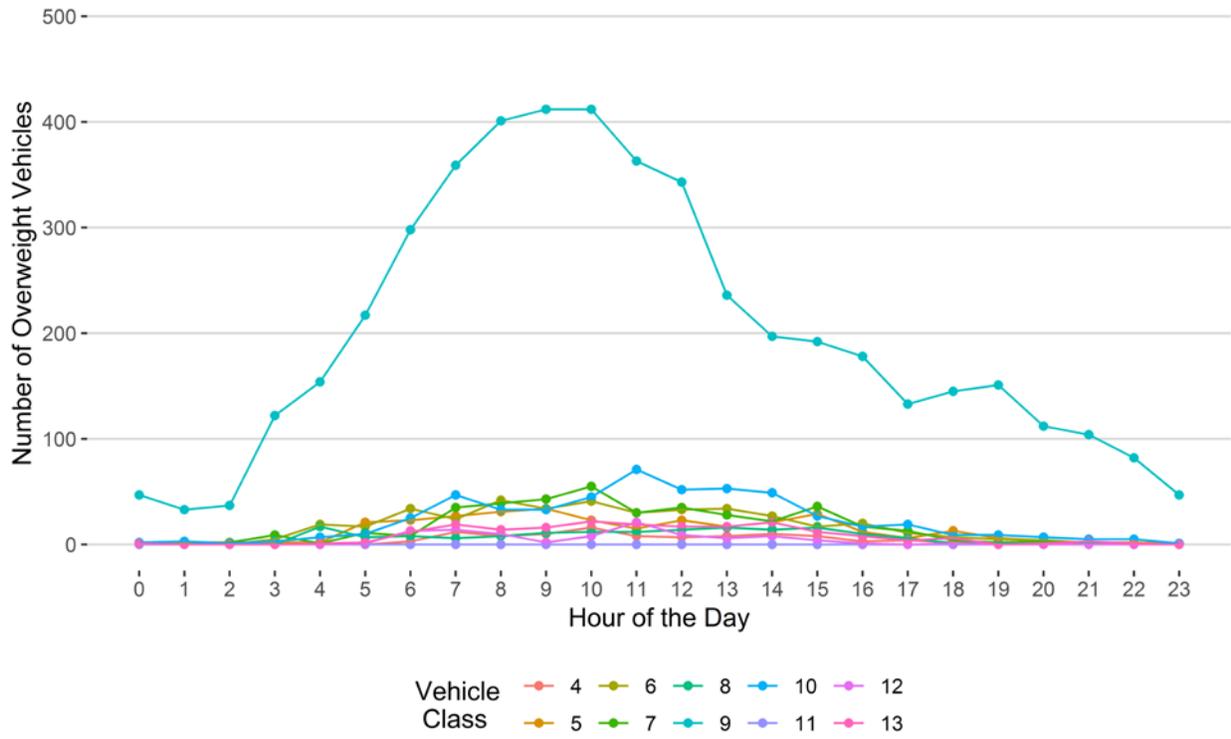


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

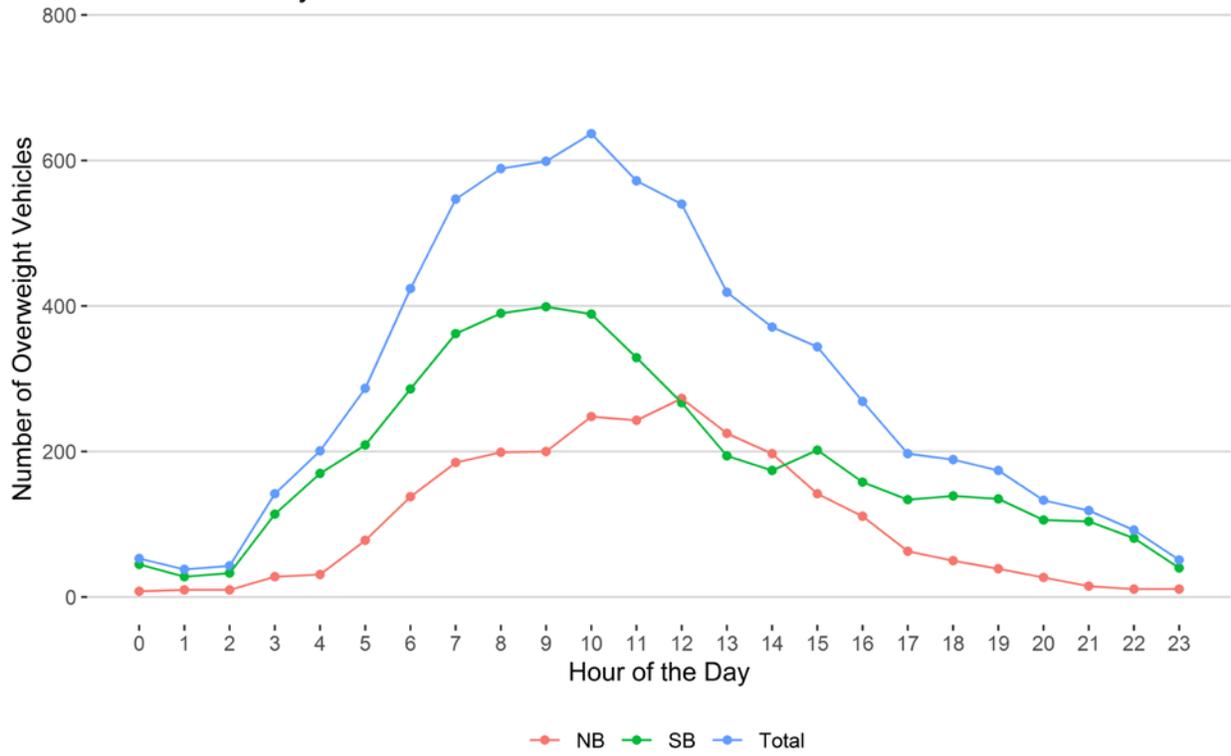
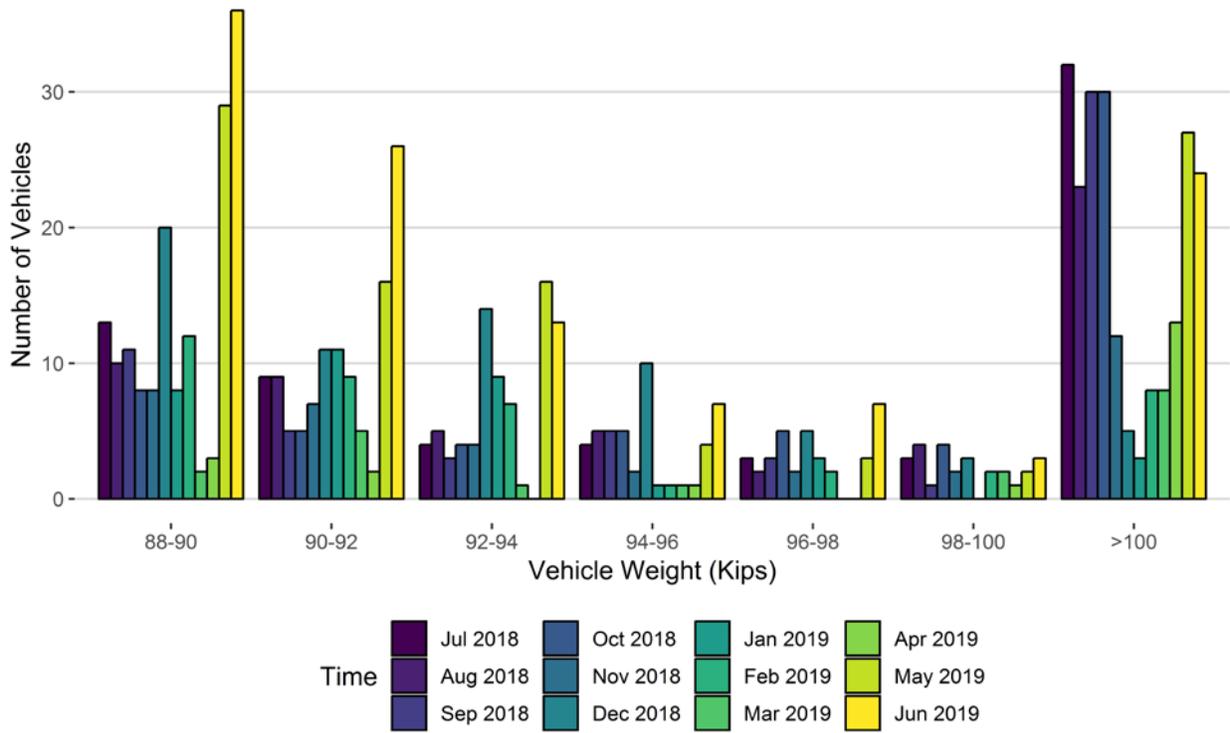
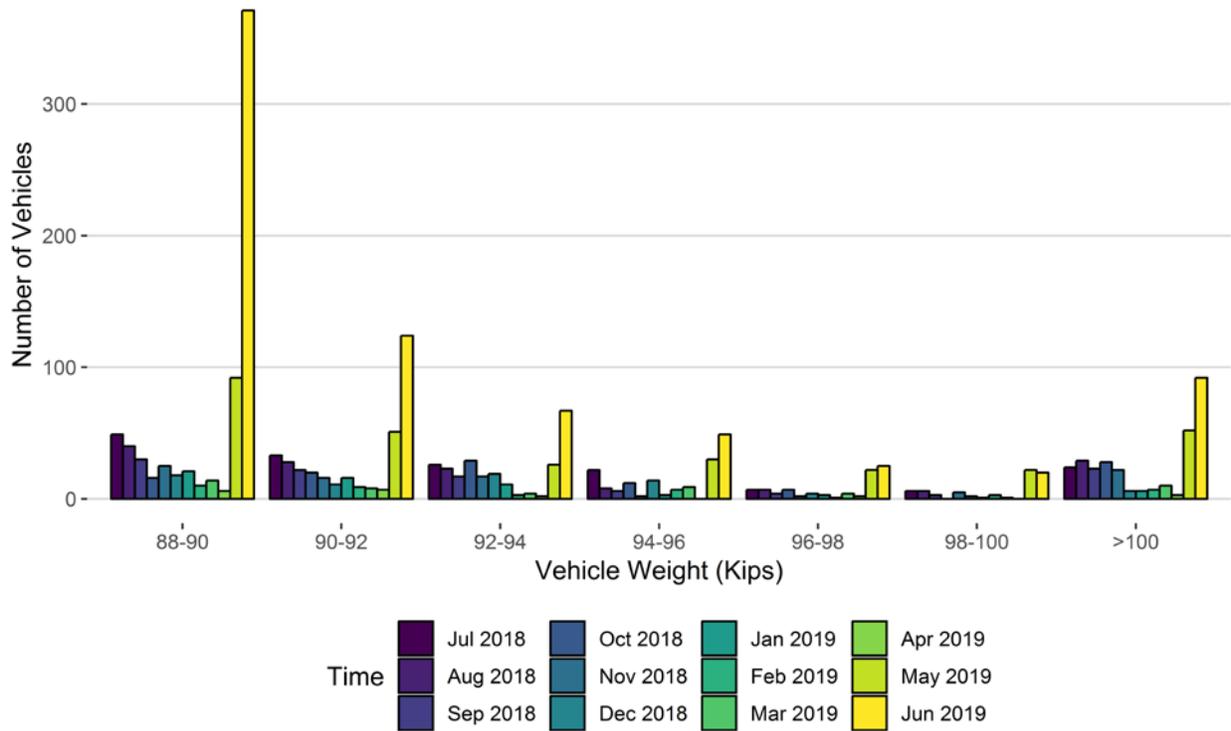


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
88-90	13	10	11	8	8	20	8	12	2	3	29	36
90-92	9	9	5	5	7	11	11	9	5	2	16	26
92-94	4	5	3	4	4	14	9	7	1	0	16	13
94-96	4	5	5	5	2	10	1	1	1	1	4	7
96-98	3	2	3	5	2	5	3	2	0	0	3	7
98-100	3	4	1	4	2	3	0	2	2	1	2	3
>100	32	23	30	30	12	5	3	8	8	13	27	24
Total	68	58	58	61	37	68	35	41	19	20	97	116

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



Vehicle Weights (Kips)	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
88-90	49	40	30	16	25	18	21	10	14	6	92	371
90-92	33	28	22	20	16	11	16	9	8	7	51	124
92-94	26	23	17	29	17	19	11	3	4	2	26	67
94-96	22	8	6	12	2	14	3	7	9	0	30	49
96-98	7	7	4	7	2	4	3	1	4	2	22	25
98-100	6	6	3	0	5	2	1	3	1	0	22	20
>100	24	29	23	28	22	6	6	7	10	3	52	92
Total	167	141	105	112	89	74	61	40	50	20	295	748

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

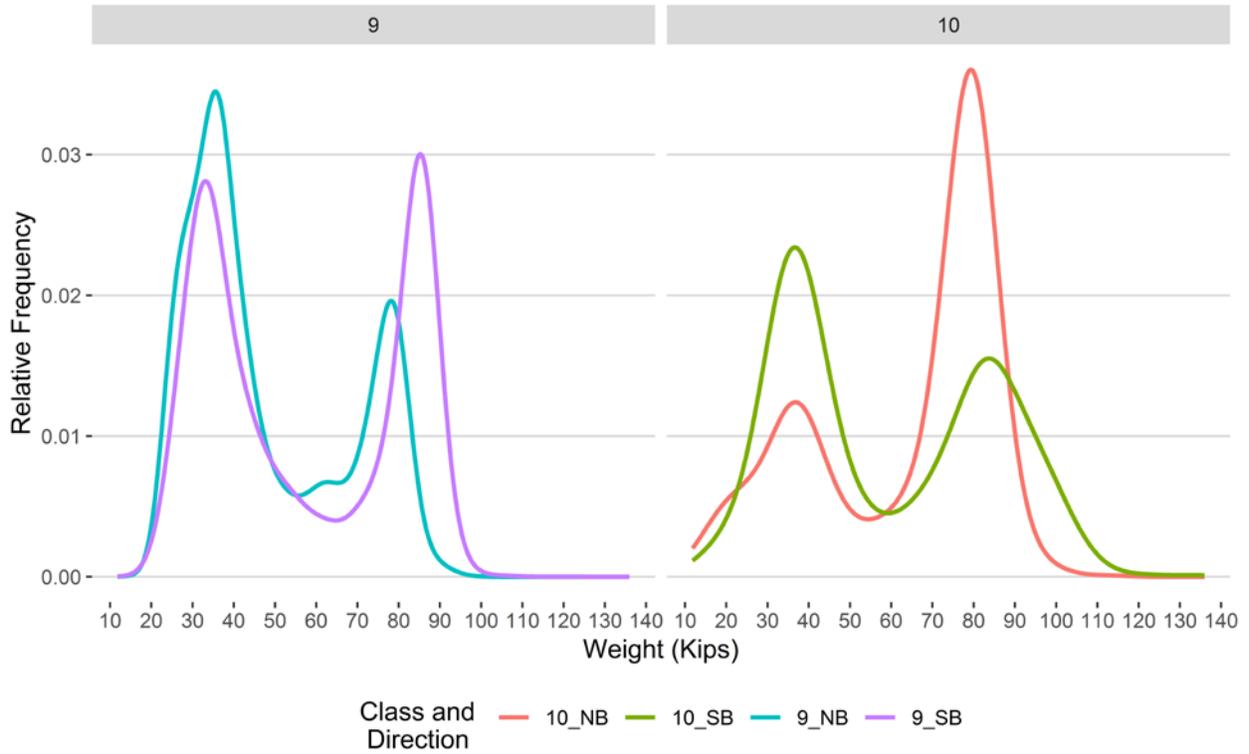


Figure 9 - Freight Percentage by Direction and Class

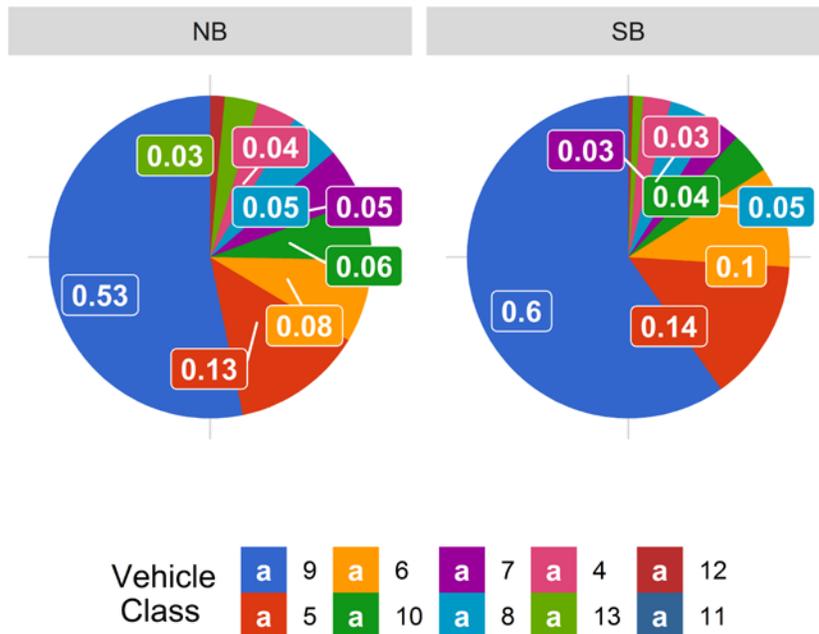


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

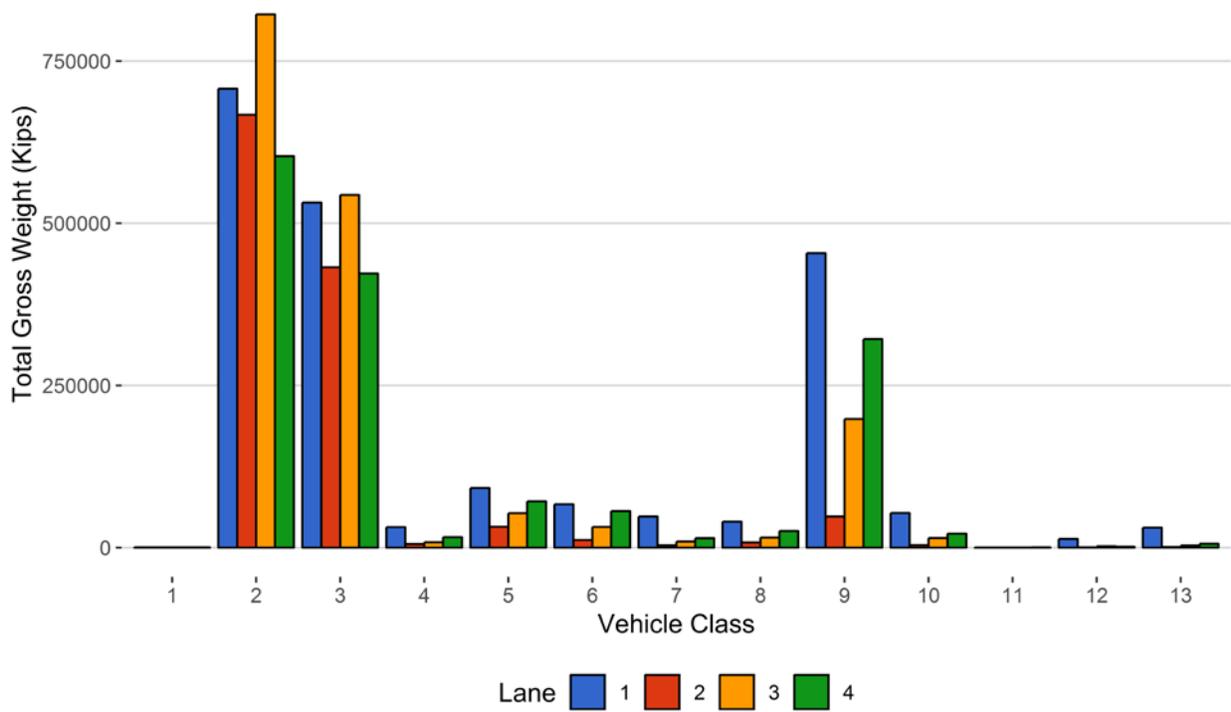


Figure 11 - Total Gross Vehicle Weight t

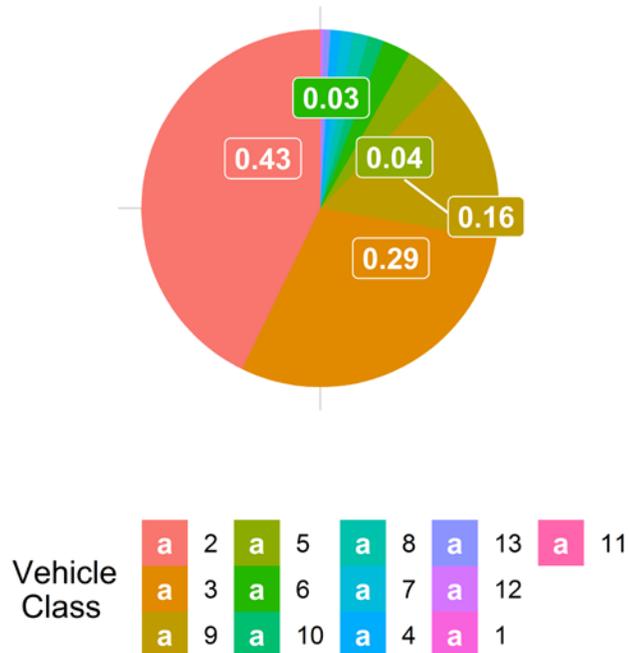


Figure 12 - Total ESALs by Class and Lane

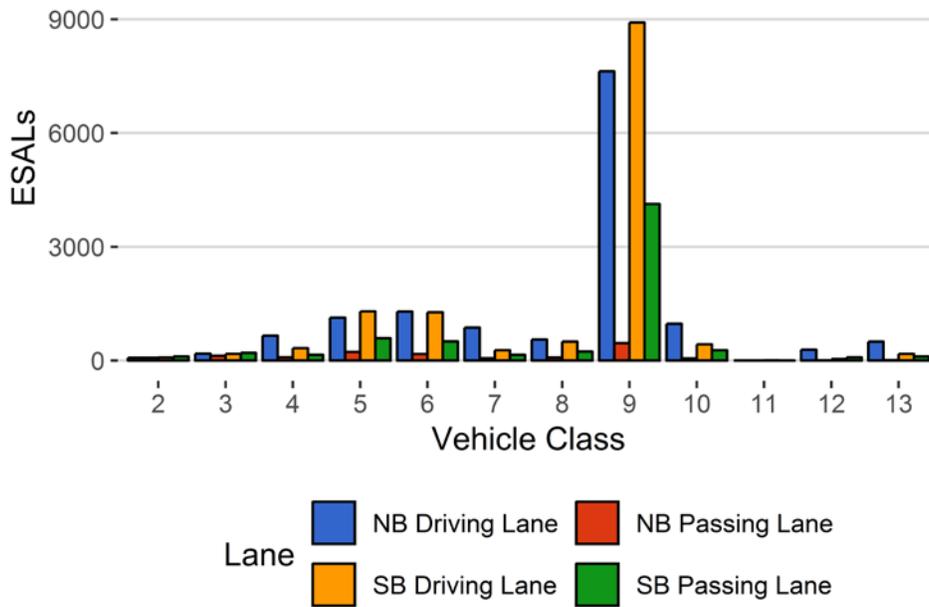


Figure 13 - ESALs by Class

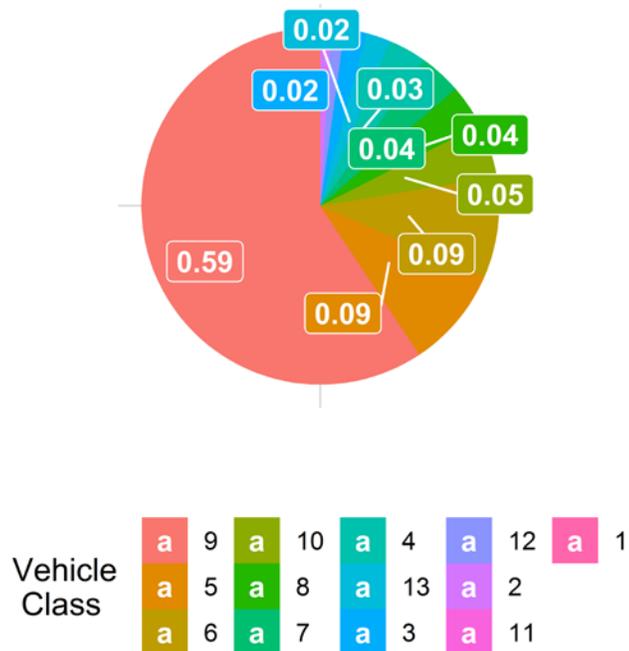


Table 1 Class 9 Front Axle Weight by Lane

<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>
June 2015	NA	NA	10.99	0.00	10.36	0.00	11.58	0.00
July 2015	NA	NA	11.00	0.07	10.31	-0.46	11.59	0.10
August 2015	NA	NA	10.83	-1.50	10.29	-0.71	11.66	0.73
September 2015	NA	NA	10.82	-1.58	10.27	-0.86	11.57	-0.07
October 2015	NA	NA	10.73	-2.36	9.96	-3.82	11.31	-2.30
November 2015	NA	NA	10.35	-5.82	9.90	-4.48	11.38	-1.76
December 2015	NA	NA	10.02	-8.82	10.05	-3.02	11.52	-0.54
January 2016	NA	NA	9.90	-9.96	10.18	-1.79	11.46	-1.04
February 2016	NA	NA	10.08	-8.33	9.80	-5.44	11.28	-2.55
March 2016	NA	NA	10.20	-7.17	9.76	-5.76	10.92	-5.71
April 2016	NA	NA	10.38	-5.54	9.92	-4.27	11.07	-4.40
May 2016	NA	NA	10.71	-2.55	10.01	-3.40	11.23	-3.03
June 2016	NA	NA	10.79	-1.89	10.13	-2.23	11.38	-1.68
July 2016	NA	NA	10.92	-0.67	10.25	-1.02	11.54	-0.30
August 2016	NA	NA	10.92	-0.66	10.26	-1.01	11.53	-0.45
September 2016	10.31	0.00	10.71	-2.56	10.25	-1.07	11.33	-2.18
October 2016	10.25	-0.56	10.56	-3.97	9.78	-5.60	11.06	-4.48
November 2016	10.27	-0.33	10.27	-6.58	9.77	-5.71	11.11	-4.04
January 2017	10.07	-2.27	9.87	-10.18	10.04	-3.10	10.90	-5.84
February 2017	9.88	-4.13	9.88	-10.10	9.71	-6.24	10.67	-7.87
March 2017	9.94	-3.61	10.11	-8.04	9.66	-6.79	10.55	-8.88
April 2017	10.09	-2.11	10.38	-5.55	9.68	-6.54	10.66	-7.92
May 2017	10.25	-0.61	10.53	-4.22	9.90	-4.48	10.92	-5.70
June 2017	10.44	1.25	10.85	-1.33	10.01	-3.39	11.12	-3.99
July 2017	10.45	1.36	10.75	-2.23	9.97	-3.77	11.20	-3.28
August 2017	10.43	1.22	10.66	-3.04	9.79	-5.46	11.04	-4.65

September 2017	10.20	-1.06	10.57	-3.80	9.89	-4.52	10.97	-5.27
October 2017	10.25	-0.56	10.26	-6.68	9.77	-5.71	10.89	-5.98
November 2017	10.38	0.67	10.04	-8.70	9.80	-5.41	10.91	-5.75
December 2017	10.15	-1.49	9.66	-12.14	9.79	-5.54	10.78	-6.93
January 2018	9.98	-3.20	9.67	-12.02	9.85	-4.90	10.94	-5.52
February 2018	9.94	-3.60	9.66	-12.16	9.59	-7.44	10.55	-8.91
March 2018	9.87	-4.29	9.93	-9.63	9.49	-8.42	10.28	-11.21
April 2018	10.02	-2.76	10.24	-6.84	9.58	-7.54	10.36	-10.54
May 2018	10.17	-1.30	10.52	-4.34	9.85	-4.97	10.65	-7.99
June 2018	10.17	-1.35	10.51	-4.37	9.77	-5.69	10.69	-7.67
July 2018	10.22	-0.84	10.61	-3.45	9.88	-4.68	10.75	-7.17
August 2018	10.18	-1.25	10.51	-4.36	9.67	-6.69	10.56	-8.80
September 2018	10.06	-2.42	10.29	-6.44	9.71	-6.26	10.58	-8.65
October 2018	10.00	-3.01	10.04	-8.65	9.67	-6.65	10.64	-8.07
November 2018	10.15	-1.55	9.80	-10.82	9.55	-7.80	10.75	-7.18
December 2018	10.00	-3.01	9.53	-13.32	9.71	-6.29	10.85	-6.26
January 2019	9.72	-5.74	9.46	-13.96	9.68	-6.56	10.64	-8.10
February 2019	9.64	-6.52	9.40	-14.50	9.56	-7.77	10.47	-9.61
March 2019	9.67	-6.19	9.84	-10.53	9.54	-7.94	10.17	-12.20
April 2019	9.73	-5.61	9.94	-9.59	9.52	-8.08	10.10	-12.79
May 2019	10.31	0.02	10.25	-6.76	10.48	1.18	10.87	-6.15
June 2019	10.72	4.01	10.57	-3.85	11.19	7.99	11.79	1.82

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	39	1170	0.1	0	0
2	24005	720154	65.7	0	0
3	10772	323175	29.5	0	0
4	66	1976	0.2	102	1.5
5	599	17968	1.6	320	4.6
6	183	5501	0.5	406	5.8
7	41	1228	0.1	395	5.7
8	98	2938	0.3	162	2.3
9	679	20360	1.9	4775	68.3
10	53	1575	0.1	533	7.6
11	1	16	0	0	0
12	8	249	0	99	1.4
13	17	512	0	196	2.8
TOTAL	36561	1096822	100	6988	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>
2019-06-10	Monday	20:58:53	10	SB	4	135.98
2019-06-22	Saturday	18:02:59	10	SB	3	122.26
2019-06-23	Sunday	11:19:45	9	SB	4	119.8
2019-06-27	Thursday	10:03:27	10	SB	4	117.73
2019-06-03	Monday	03:07:57	10	SB	3	113.89
2019-06-22	Saturday	18:07:32	10	NB	1	112.5
2019-06-27	Thursday	14:05:26	9	NB	1	109.51
2019-06-25	Tuesday	09:13:02	9	SB	4	108.8
2019-06-03	Monday	15:39:55	10	SB	4	107.55
2019-06-19	Wednesday	01:39:49	9	SB	4	106.95

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	1152	141	12.2	35133	1824	9984
5	NB	8	8885	1203	13.5	115134	8677	26839
6	NB	19	2527	286	11.3	73668	4747	15544
7	NB	11.5	810	0	0	51240	0	20963
8	NB	31	1590	948	59.6	25541	22218	2820
9	NB	33	10426	2672	25.6	426581	75105	85349
10	NB	33.5	896	114	12.7	54428	2769	14115
11	NB	36.5	4	4	100	0	97	0
12	NB	36.5	197	2	1	13484	39	3183
13	NB	31.5	404	0	0	31821	0	9547
TOTAL	****	****	26891	5370	****	827030	****	188345
<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	742	60	8.1	23225	794	6498
5	SB	8	8338	557	6.7	120172	4047	28962
6	SB	19	2746	182	6.6	84754	3092	18019
7	SB	11.5	367	0	0	23613	0	9696
8	SB	31	1226	507	41.4	29638	11301	3675
9	SB	33	9089	1914	21.1	463615	55863	113420
10	SB	33.5	614	74	12.1	34329	2032	8120
11	SB	36.5	11	7	63.6	254	161	54
12	SB	36.5	42	2	4.8	3481	52	1010
13	SB	31.5	87	0	0	9224	0	3242
TOTAL	****	****	23262	3303	****	792305	****	192695
GRAND TOTAL	****	****	50153	8673	400	1619335	192818	381040

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	299	348	468	276	1391	0
2	707486	667216	822178	603649	2800529	42.8
3	531890	432007	543670	422433	1930000	29.5
4	31549	5408	8012	16007	60976	0.9
5	91756	32055	53004	71214	248030	3.8
6	66684	11730	31682	56165	166262	2.5
7	47839	3401	9209	14404	74853	1.1
8	39988	7771	15444	25495	88698	1.4
9	453872	47813	198114	321364	1021164	15.6
10	53417	3780	14799	21562	93558	1.4
11	73	24	100	315	512	0
12	13246	277	2100	1433	17056	0.3
13	30878	943	3242	5982	41045	0.6
TOTAL	2068978	1212775	1702022	1560299	6544074	100
GVW/LANE	31.62	18.53	26.01	23.84	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	9e-04
2	78	77	109	83	346	0.97	0.001
3	183	129	204	178	695	1.95	0.0045
4	658	89	152	331	1230	3.46	1.3
5	1134	228	594	1298	3255	9.14	0.38
6	1292	173	505	1274	3245	9.11	1.23
7	870	63	153	272	1358	3.81	2.3
8	558	85	238	500	1381	3.88	0.98
9	7625	459	4130	8913	21128	59.35	2.17
10	969	57	274	431	1730	4.86	2.29
11	0	0	1	5	7	0.02	0.92
12	289	5	86	44	423	1.19	3.42
13	502	14	108	178	803	2.25	3.22
TOTAL	14158	1380	6555	13507	35600	100	18
ESALS/LANE	39.8	3.9	18.4	37.9	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>
Jul 2018	1124798	36284	1799	1069022	95	55776	5	73.1	26.9
Aug 2018	1137438	36692	1873	1079387	94.9	58051	5.1	72.5	27.5
Sep 2018	1068437	35615	1806	1014244	94.9	54192.6	5.1	73.1	26.9
Oct 2018	1143679	36893	1913	1084361	94.8	59317.7	5.2	73.6	26.4
Nov 2018	980508	32684	1594	932691	95.1	47816.9	4.9	71.4	28.6
Dec 2018	921951	30732	1217	884226	95.9	37725.4	4.1	70.5	29.5
Jan 2019	912085	29422	1247	873418	95.8	38667.4	4.2	72	28
Feb 2019	795365	28406	1230	760938	95.7	34426.8	4.3	67	33
Mar 2019	973223	31394	1336	931796	95.7	41427.3	4.3	71.7	28.3
Apr 2019	1019560	33985	1544	973238	95.5	46322.3	4.5	72.1	27.9
May 2019	1118314	36375	1686	1066053	95.3	52260.7	4.7	71.6	28.4
Jun 2019	1096822	36561	1744	1044498	95.2	52323.8	4.8	70.1	29.9
TOTAL	12292180	-	-	11713872	-	578308	-	-	-
AVERAGE	1024348	33753	1582	976156	95	48192	5	72	28

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 2018	16409	1565	3643	9784	31401	83	17	1.3
Aug 2018	16699	1569	3852	9882	32003	83	17	0.8
Sep 2018	13504	1314	3680	9789	28287	82	18	0.9
Oct 2018	14258	1193	3930	11360	30741	83	17	1
Nov 2018	11820	925	3283	9678	25705	84	16	0.7
Dec 2018	9672	743	2777	6999	20190	83	17	2.8
Jan 2019	8504	642	2895	6695	18736	81	19	1.3
Feb 2019	7396	843	2850	4522	15611	76	24	1.9
Mar 2019	8913	920	2731	6292	18856	81	19	0.5
Apr 2019	8652	896	2921	6854	19322	80	20	0.1
May 2019	10529	1103	5184	12002	28819	78	22	6.2
Jun 2019	14282	1385	6578	13563	35809	78	22	2.9
TOTAL	140639	13097	44323	107421	305480	-	-	-
AVERAGE	11720	1091	3694	8952	25457	81	19	2

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 18	2204255	1198396	1514059	1576436	6493146
Aug 18	2205186	1193867	1552543	1615359	6566955
Sep 18	1969077	1086805	1443718	1567916	6067516
Oct 18	2199555	1175217	1576712	1711159	6662643
Nov 18	1807476	940472	1377348	1453973	5579269
Dec 18	1696068	847600	1282320	1192264	5018252
Jan 19	1596048	784003	1204798	1160173	4745021
Feb 19	1387374	715290	1084749	864793	4052206
Mar 19	1654804	918271	1249463	1251819	5074356
Apr 19	1746072	946867	1329617	1290655	5313211
May 19	1895521	1089661	1663992	1664481	6313656
Jun 19	2074078	1213150	1702839	1561980	6552047
TOTAL	22435513	12109599	16982158	16911007	68438278
AVERAGE	1869626	1009133	1415180	1409251	5703190

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 2018	4531	0.4	8.3	235	65
Aug 2018	4223	0.4	7.4	199	62
Sep 2018	3238	0.3	6	163	57
Oct 2018	3746	0.3	6.4	173	62
Nov 2018	3672	0.4	7.8	127	42
Dec 2018	2606	0.3	6.9	144	17
Jan 2019	1949	0.2	5.1	96	10
Feb 2019	1628	0.2	4.7	81	20
Mar 2019	1385	0.1	3.4	70	22
Apr 2019	1064	0.1	2.3	40	17
May 2019	4468	0.4	8.8	393	103
Jun 2019	7030	0.7	13.9	868	141
TOTAL	39540	-	-	2589	618
AVERAGE	3295	0.3	6.8	215.8	51.5

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 2018	223930	159341	383271	58.4	41.6
Aug 2018	227868	162122	389990	58.4	41.6
Sep 2018	203714	164103	367817	55.4	44.6
Oct 2018	204388	178193	382582	53.4	46.6
Nov 2018	157880	147600	305480	51.7	48.3
Dec 2018	125562	112167	237729	52.8	47.2
Jan 2019	114896	109750	224646	51.1	48.9
Feb 2019	102376	83792	186168	55	45
Mar 2019	125458	111529	236987	52.9	47.1
Apr 2019	129728	127691	257419	50.4	49.6
May 2019	145149	190653	335802	43.2	56.8
Jun 2019	188345	192695	381040	49.4	50.6
TOTAL	1949295	1739635	3688930	-	-
AVERAGE	162441.3	144969.6	307410.9	52.7	47.3