

NOVEMBER 2018



**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 November 2018. 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. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for all lanes except lane 2. 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: 980508 | Passenger Vehicles: 932691 | Heavy Commercial Vehicles: 47817

Monthly Average Daily Traffic (MADT): 32684 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1594

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 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), 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 47817 HCVs, 3660 of them were overweight³. These overweight HCVs contributed to 0.4% of total monthly volume, and 7.9% 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 Saturdays. See Figure 3 . The top two overweight violators by class were the class 9 and class 6 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 60.2% 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 July.

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 ,38 NB vehicles exceeded 88,000 pounds (16 vehicles were Class 13's; 10 vehicles were Class 9's). Of vehicles traveling SB,

89 NB vehicles exceeded 88,000 pounds (49 vehicles were Class 13's; 21 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from November 2018.

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

Freight Totals. A total of 305480 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (51.7%) than SB (48.3%). 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 980508 vehicles with a combined GVW of 5579269 kips (1 kip = 1,000 pounds = 0.5 tons) in November 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 25705 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 50.4% of all ESALs were recorded SB while 49.6% was observed NB. In particular, 62% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 17% 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).

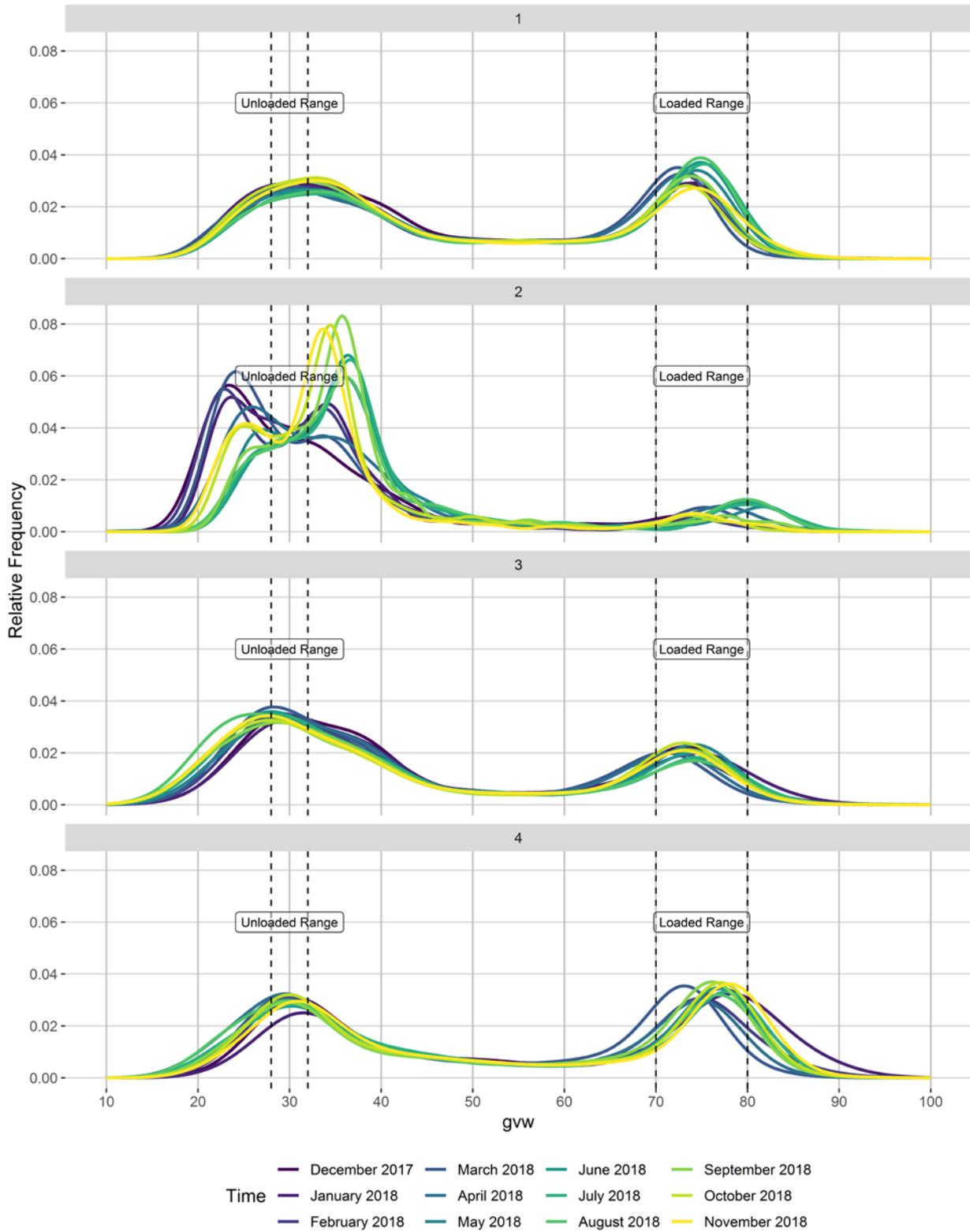
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

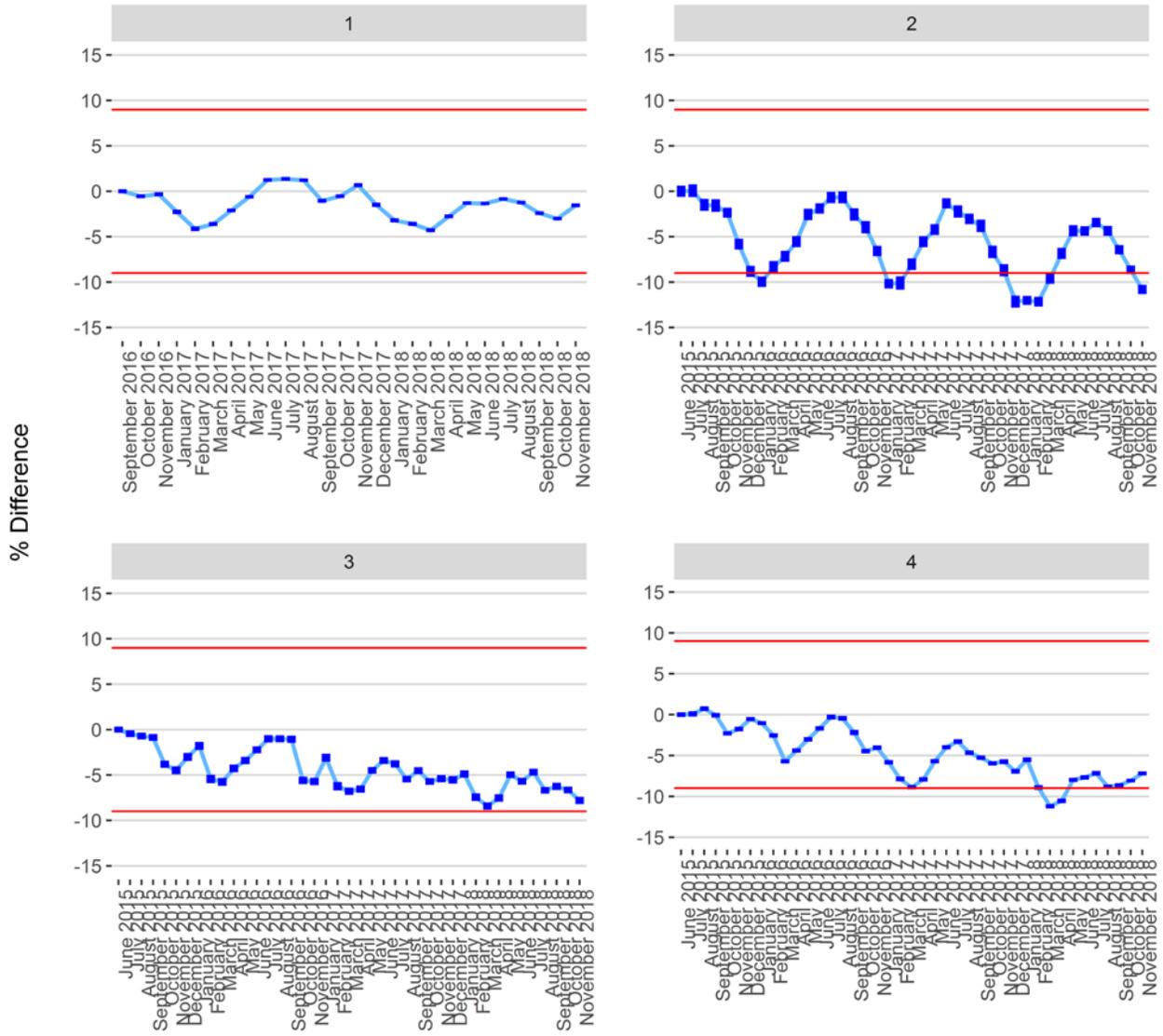
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

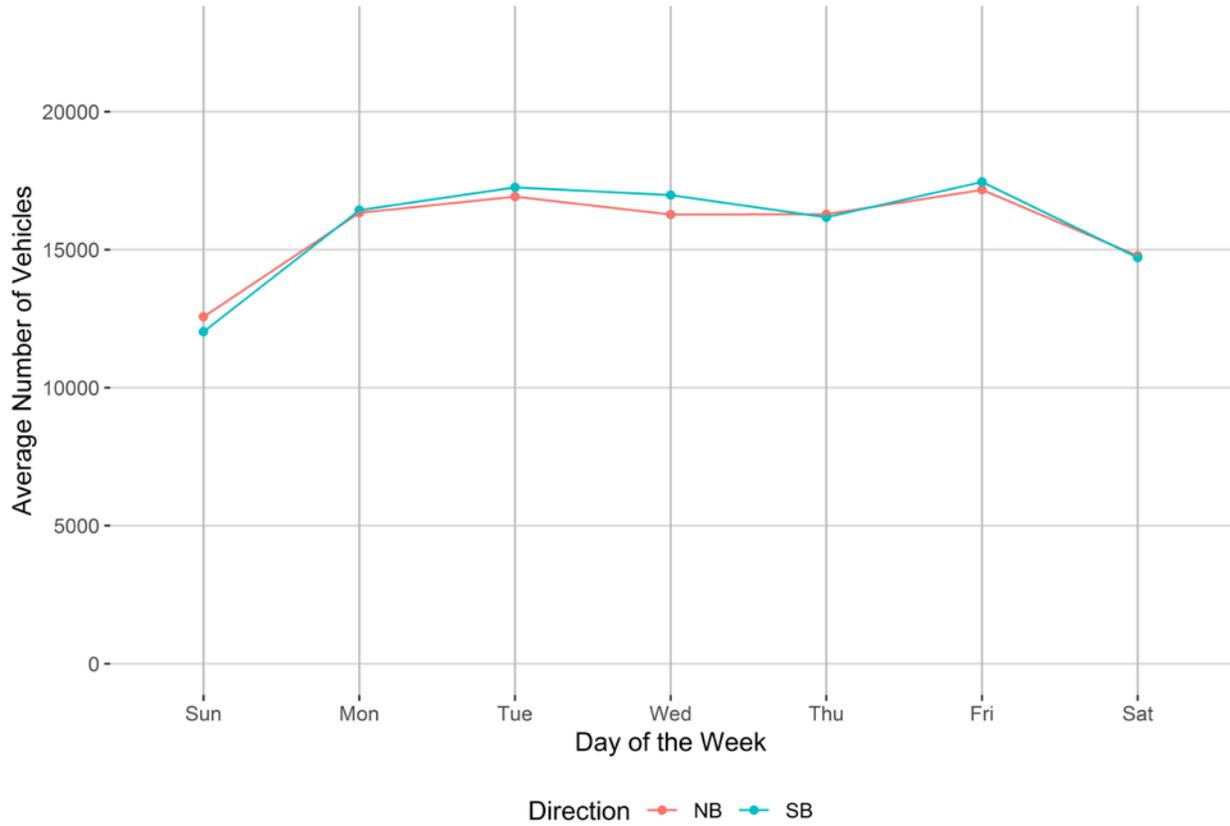


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

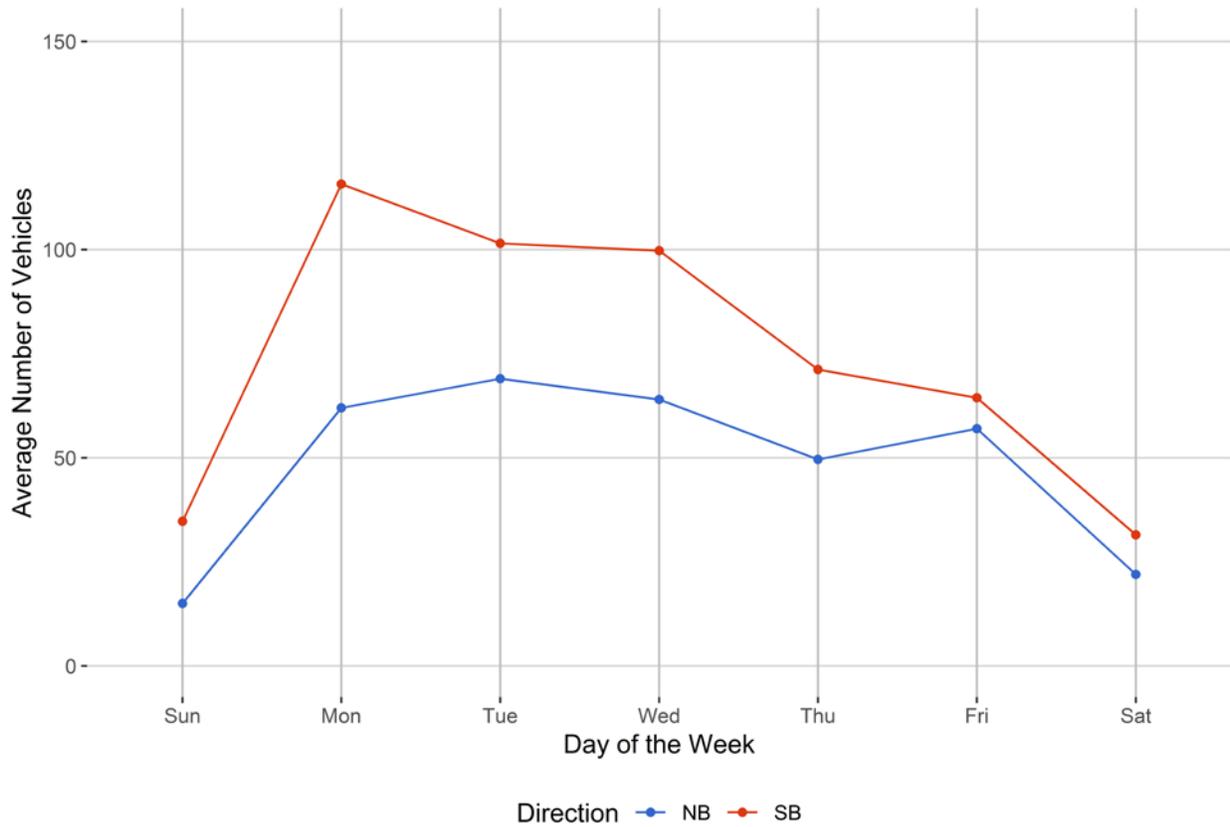


Figure 4 - Passenger Vehicles vs. Hour of the Day

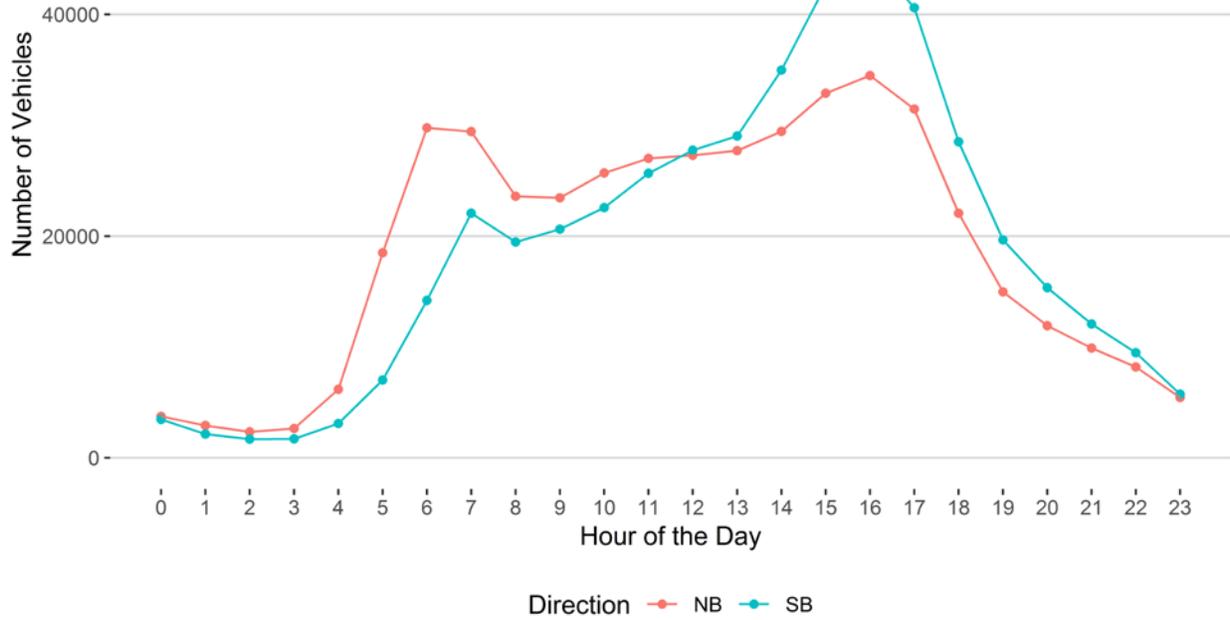


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

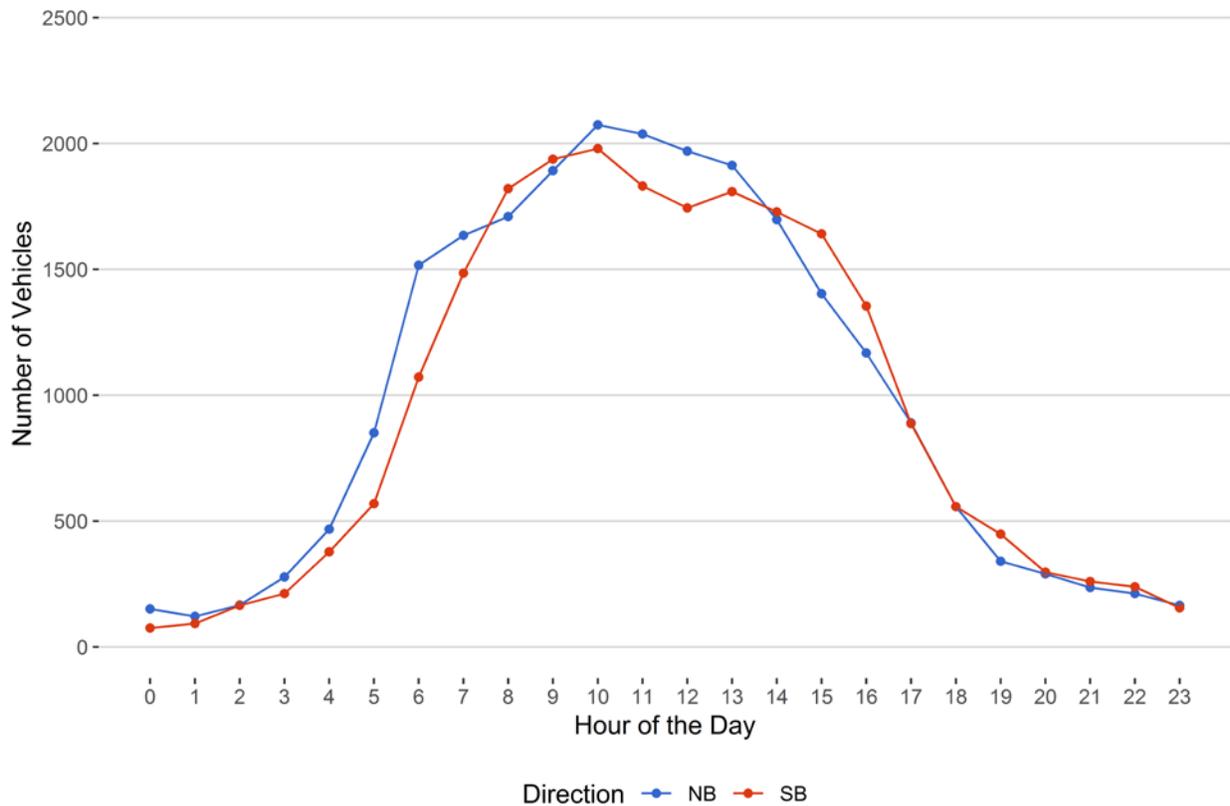


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

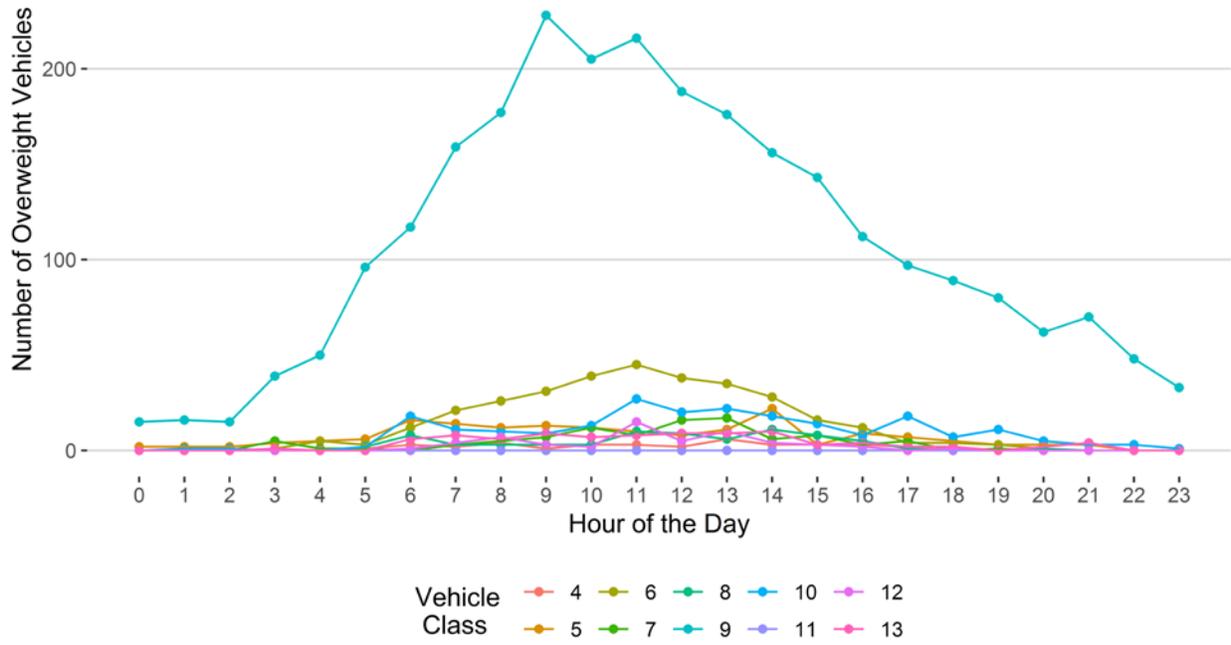


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

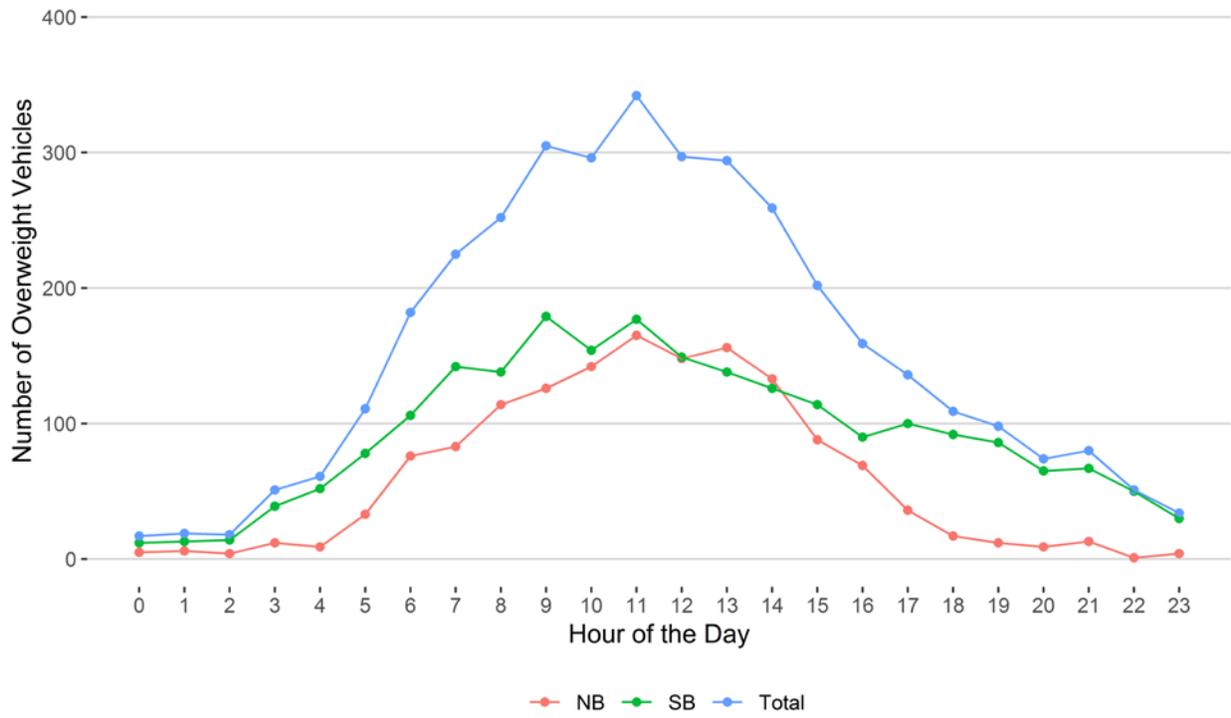
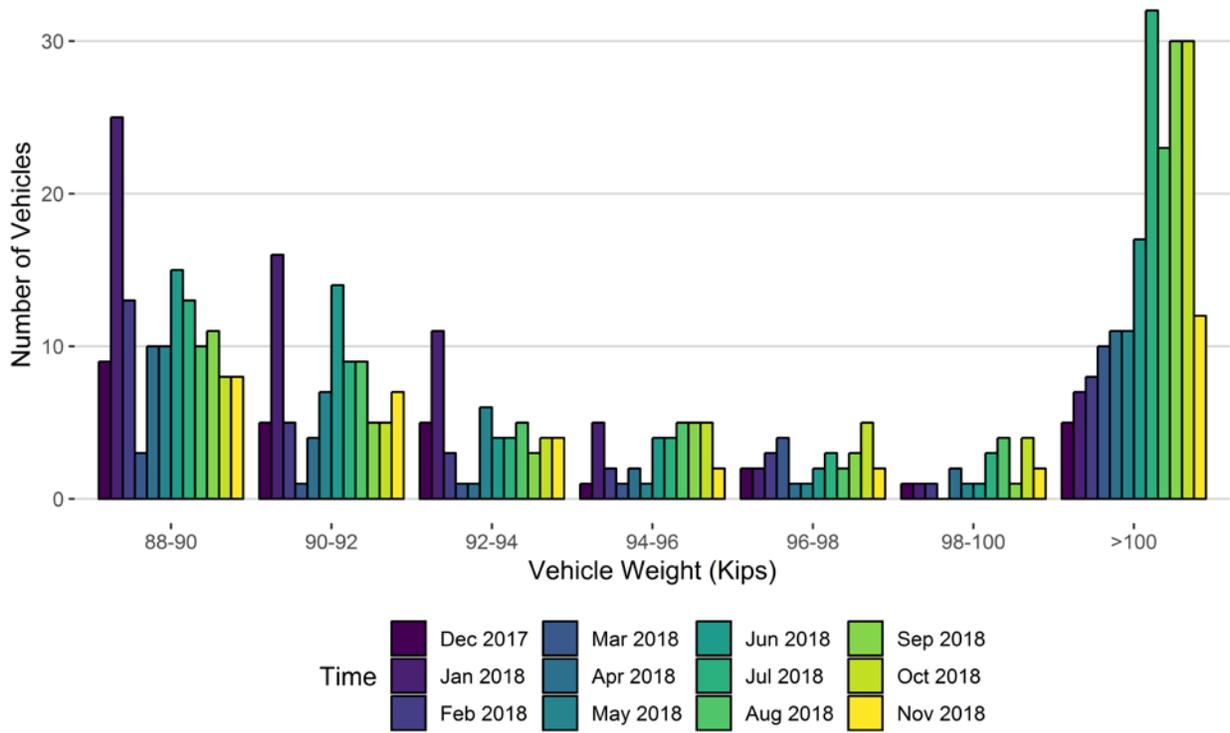
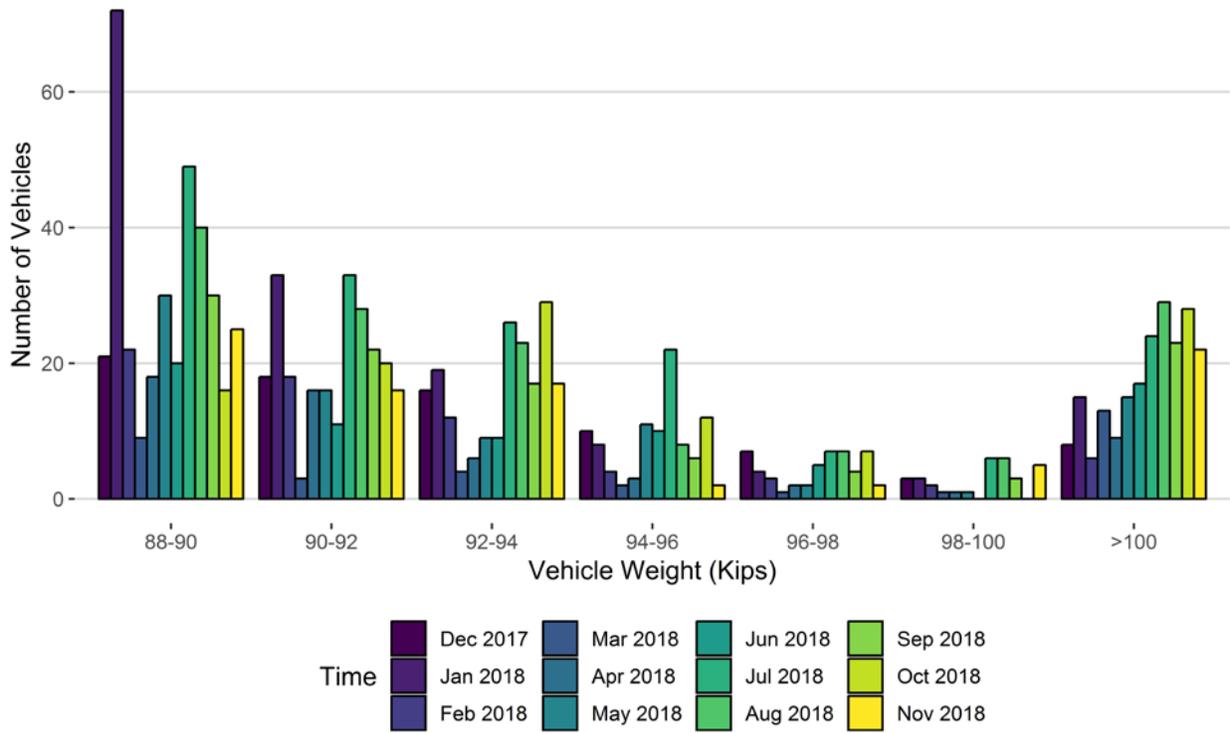


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018
88-90	9	25	13	3	10	10	15	13	10	11	8	8
90-92	5	16	5	1	4	7	14	9	9	5	5	7
92-94	5	11	3	1	1	6	4	4	5	3	4	4
94-96	1	5	2	1	2	1	4	4	5	5	5	2
96-98	2	2	3	4	1	1	2	3	2	3	5	2
98-100	1	1	1	0	2	1	1	3	4	1	4	2
>100	5	7	8	10	11	11	17	32	23	30	30	12
Total	28	67	35	20	31	37	57	68	58	58	61	37

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



Vehicle Weights (Kips)	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018
88-90	21	72	22	9	18	30	20	49	40	30	16	25
90-92	18	33	18	3	16	16	11	33	28	22	20	16
92-94	16	19	12	4	6	9	9	26	23	17	29	17
94-96	10	8	4	2	3	11	10	22	8	6	12	2
96-98	7	4	3	1	2	2	5	7	7	4	7	2
98-100	3	3	2	1	1	1	0	6	6	3	0	5
>100	8	15	6	13	9	15	17	24	29	23	28	22
Total	83	154	67	33	55	84	72	167	141	105	112	89

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

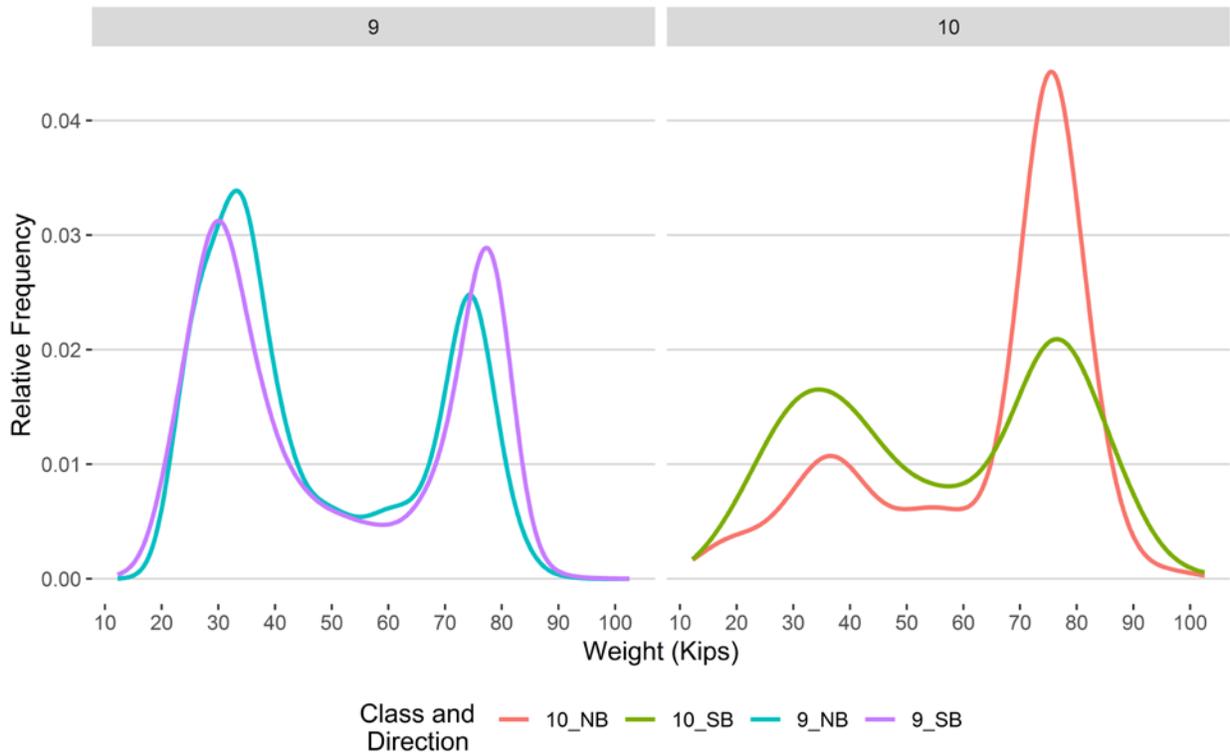


Figure 9 - Freight Percentage by Direction and Class

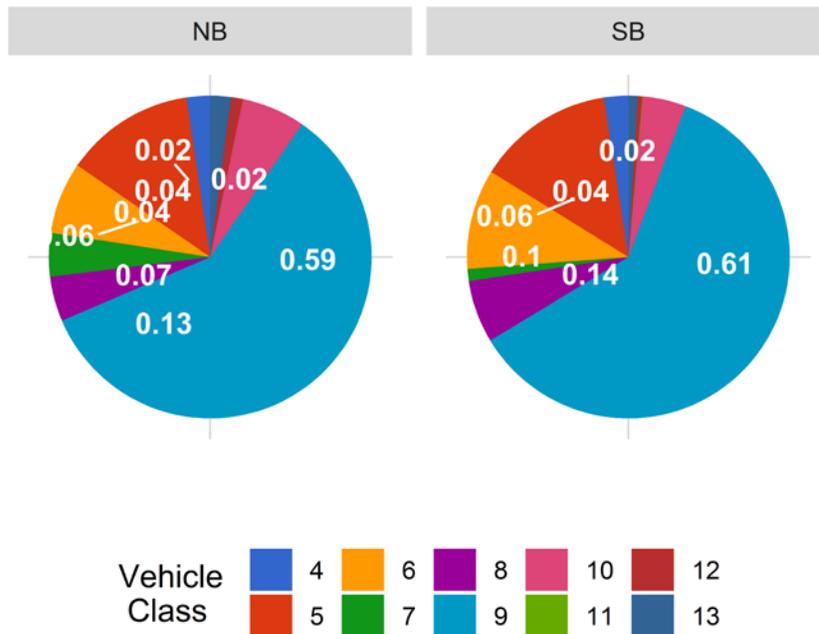


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

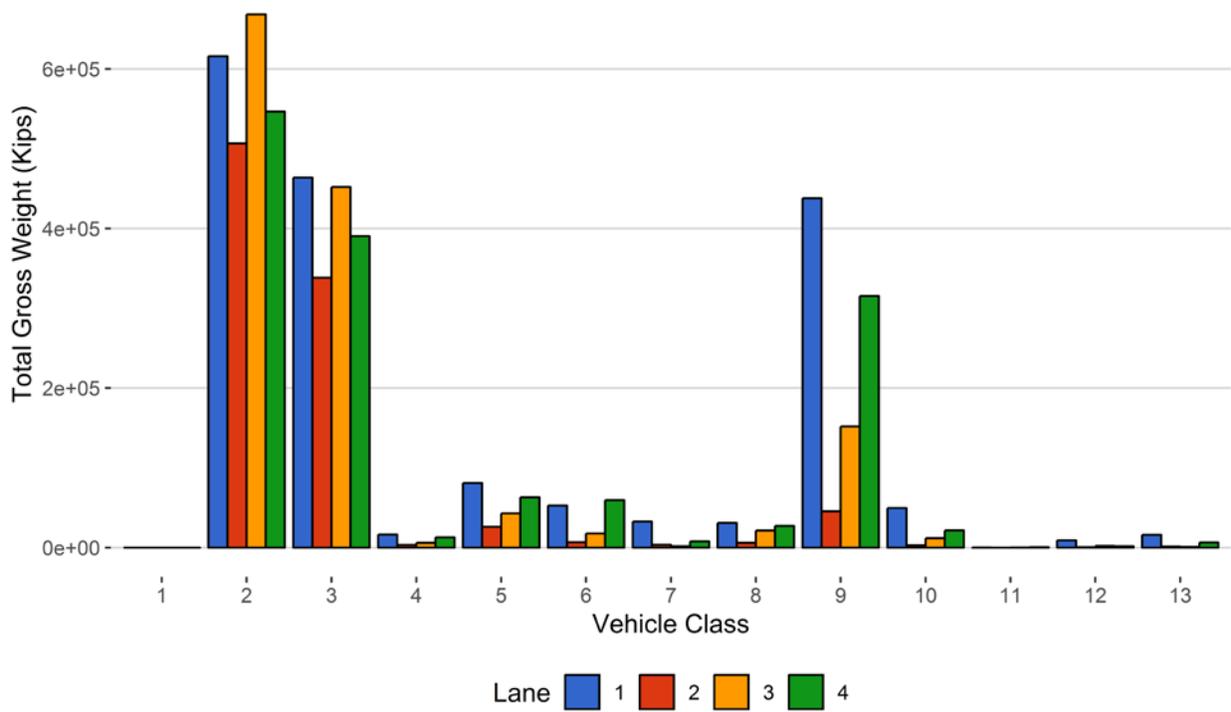


Figure 11 - Total Gross Vehicle Weight t

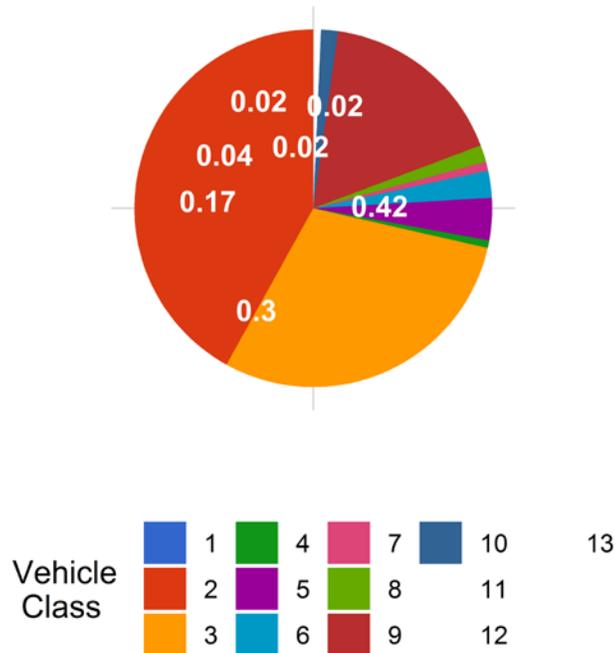


Figure 12 - Total ESALs by Class and Lane

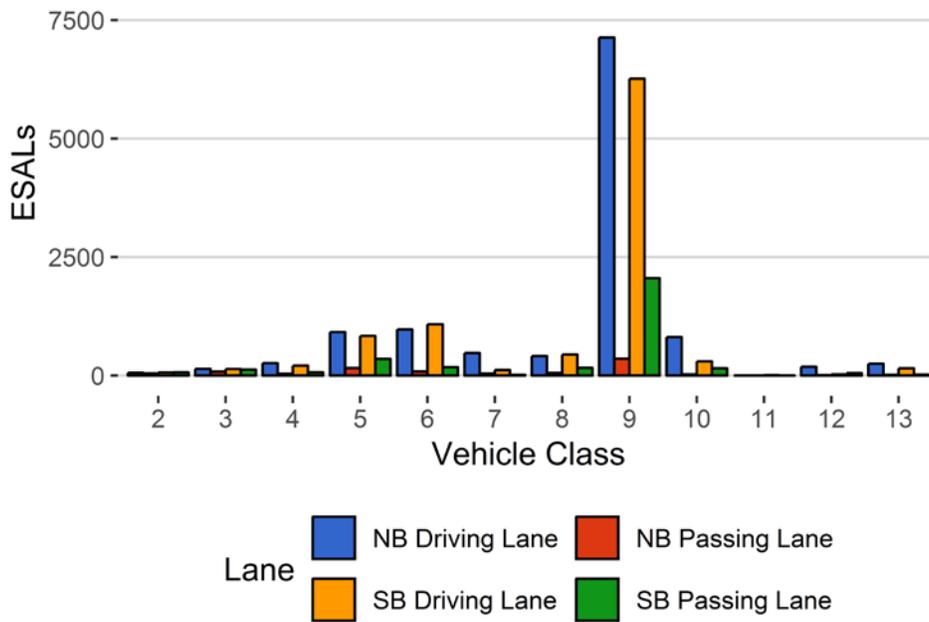


Figure 13 - ESALs by Class

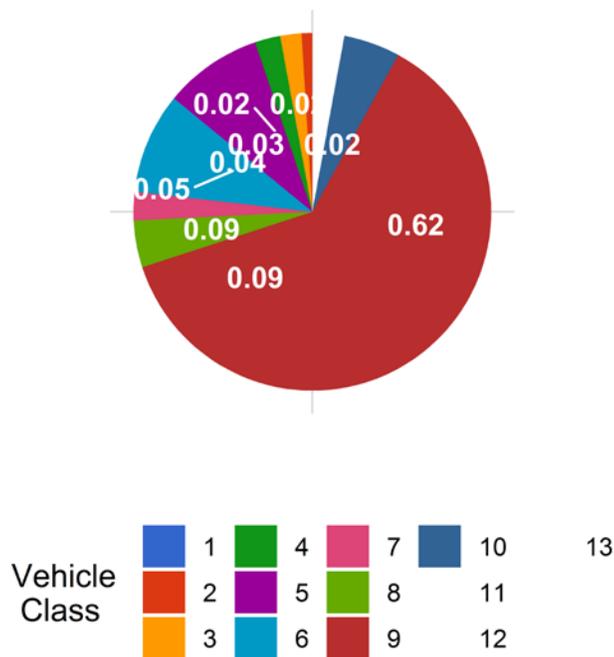


Table 1 Class 9 Front Axle Weight by Lane

<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

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	21	0	0	0
2	21170	635103	64.8	0	0
3	9919	297567	30.3	0	0
4	47	1425	0.1	36	1
5	534	16012	1.6	172	4.7
6	153	4594	0.5	324	8.9
7	25	762	0.1	98	2.7
8	102	3046	0.3	74	2
9	667	20000	2	2587	70.7
10	48	1454	0.1	222	6.1
11	0	10	0	0	0
12	7	195	0	57	1.6
13	11	318	0	90	2.5
TOTAL	32684	980508	100	3660	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>
2018-11-14	Wednesday	06:23:31	10	NB	1	131.8
2018-11-09	Friday	11:21:18	10	NB	1	122.35
2018-11-09	Friday	09:11:35	9	SB	4	113.9
2018-11-09	Friday	09:48:10	9	NB	1	113.67
2018-11-14	Wednesday	07:38:28	9	NB	1	110.31
2018-11-10	Saturday	23:26:21	9	SB	4	107.07
2018-11-09	Friday	12:04:35	9	NB	1	105.37
2018-11-09	Friday	09:13:11	10	NB	1	104.77
2018-11-01	Thursday	15:32:35	10	NB	1	103.37
2018-11-09	Friday	09:31:38	9	NB	1	103.14

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	731	146	20	17577	1800	4401
5	NB	8	7936	1581	19.9	95653	11224	22406
6	NB	19	1893	283	14.9	54449	4652	11929
7	NB	11.5	587	0	0	35906	0	14578
8	NB	31	1278	829	64.9	17725	19174	1903
9	NB	33	10127	3137	31	395990	87331	82660
10	NB	33.5	821	82	10	50372	2025	12808
11	NB	36.5	1	1	100	0	22	0
12	NB	36.5	139	0	0	9604	0	2265
13	NB	31.5	230	1	0.4	17073	24	4930
TOTAL	****	****	23743	6060	****	694348	****	157880
<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	654	105	16.1	17485	1300	4625
5	SB	8	7629	1128	14.8	97801	8102	22897
6	SB	19	2573	266	10.3	72889	4379	14528
7	SB	11.5	154	0	0	9396	0	3813
8	SB	31	1683	1058	62.9	24341	24009	2483
9	SB	33	9314	3250	34.9	377609	89629	88749
10	SB	33.5	592	125	21.1	29947	3365	7151
11	SB	36.5	9	1	11.1	469	21	89
12	SB	36.5	51	0	0	3603	0	871
13	SB	31.5	79	0	0	7277	0	2394
TOTAL	****	****	22738	5933	****	640820	****	147600
GRAND TOTAL	****	****	46481	11993	432	1335168	257055	305480

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	5	5	5	9	23	0
2	615927	506713	668463	546588	2337690	41.9
3	463926	338210	451959	390504	1644598	29.5
4	16243	3133	6037	12748	38162	0.7
5	80834	26042	42971	62932	212780	3.8
6	52613	6488	17695	59573	136368	2.4
7	32528	3378	1708	7688	45302	0.8
8	30906	5994	21268	27081	85250	1.5
9	437924	45397	151859	315379	950559	17.1
10	49621	2775	11731	21582	85709	1.5
11	22	0	51	440	512	0
12	9090	514	1977	1627	13207	0.2
13	15897	1200	916	6361	24374	0.4
TOTAL	1805534	939849	1376639	1452512	5574534	100
GVW/LANE	32.39	16.86	24.7	26.06	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	0.0476
2	63	48	69	65	245	0.96	8e-04
3	142	82	128	138	491	1.92	0.0034
4	263	38	71	213	585	2.29	0.85
5	917	160	352	838	2267	8.89	0.29
6	976	85	181	1085	2327	9.13	1.04
7	478	42	19	118	658	2.58	1.77
8	415	57	165	446	1083	4.25	0.73
9	7133	355	2055	6266	15809	62.01	1.63
10	812	28	157	302	1299	5.1	1.84
11	0	0	1	8	9	0.03	1.36
12	187	9	55	24	274	1.08	2.78
13	252	18	22	157	449	1.76	2.83
TOTAL	11639	922	3273	9661	25495	100	15
ESALS/LANE	45.7	3.6	12.8	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>
Dec 2017	916857	29576	1233	878647	95.8	38210.2	4.2	71.1	28.9
Jan 2018	872295	28138	1250	833551	95.6	38744	4.4	68.9	31.1
Feb 2018	821000	29321	1278	785225	95.6	35774.6	4.4	71.6	28.4
Mar 2018	973481	31403	1334	932126	95.8	41355	4.2	73.2	26.8
Apr 2018	951927	31731	1397	910012	95.6	41915.4	4.4	72.3	27.7
May 2018	1132671	36538	1759	1078136	95.2	54534.7	4.8	72.4	27.6
Jun 2018	1115053	37168	1796	1061160	95.2	53892.6	4.8	72	28
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
TOTAL	12238144	-	-	11658562	-	579581	-	-	-
AVERGE	1019845	33504	1586	971547	95	48298	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>
Dec 2017	9122	748	3027	7048	19946	81	19	1.6
Jan 2018	8928	843	3536	7448	20755	79	21	2.9
Feb 2018	9225	701	2769	5385	18081	81	19	1.9
Mar 2018	10255	816	2598	5993	19663	83	17	0.2
Apr 2018	10719	1003	2961	5887	20570	81	19	0.5
May 2018	15293	1316	4108	8413	29131	81	19	0.4
Jun 2018	16225	1468	3956	8512	30161	82	18	1
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
TOTAL	152459	13462	41344	99180	306445	-	-	-
AVERAGE	12705	1122	3445	8265	25537	82	18	1

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 2017	1535621	819939	1217052	1168290	4740903
Jan 2018	1484466	720163	1090816	1068086	4363532
Feb 2018	1730276	868402	1235504	1263310	5097491
Mar 2018	1713918	884564	1241636	1225668	5065786
Apr 2018	2161183	1175039	1581054	1449968	6367245
May 2018	2164093	1193202	1560431	1483902	6401628
Jun 2018	2204255	1198396	1514059	1576436	6493146
Jul 2018	2205186	1193867	1552543	1615359	6566955
Aug 2018	1969077	1086805	1443718	1567916	6067516
Sep 2018	2199555	1175217	1576712	1711159	6662643
Oct 2018	1807476	940472	1377348	1453973	5579269
Nov 2018	1643079	793869	1249765	1255341	4942054
TOTAL	22818185	12049936	16640638	16839409	68348168
AVERAGE	1901515	1004161	1386720	1403284	5695681

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 2017	2385	0.3	6.3	111	17
Jan 2018	2776	0.3	7.1	224	28
Feb 2018	1765	0.2	4.9	102	17
Mar 2018	1311	0.1	3.2	53	24
Apr 2018	1746	0.2	4.1	86	23
May 2018	3351	0.3	6.3	121	28
Jun 2018	4036	0.4	7.6	129	35
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
TOTAL	36780	-	-	1723	460
AVERAGE	3065	0.3	6.3	143.6	38.3

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 2017	126740	115689	242429	52.3	47.7
Jan 2018	122668	121856	244524	50.2	49.8
Feb 2018	125964	95803	221767	56.8	43.2
Mar 2018	143515	109156	252670	56.8	43.2
Apr 2018	150002	107961	257962	58.1	41.9
May 2018	208896	150269	359165	58.2	41.8
Jun 2018	215733	147528	363262	59.4	40.6
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
TOTAL	2111299	1659620	3770919	-	-
AVERAGE	175941.6	138301.6	314243.3	55.8	44.2