

OCTOBER 2018



**WIM #59/61  
I-90,  
MP 276.8  
DRESBACH,  
MN**

**MONTHLY  
REPORT**



*Your Destination...Our Priority*



## WIM Site Location

WIM #59 is located on I-90 near Dresbach in Winona county.

## System Operation

WIM #59 was operational for the entire month of October 2018. Volume was computed using all monthly data.

## System Calibration

WIM #59 was most recently calibrated on 2016-12-20. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. 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 <sup>2</sup>. 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: 747257 | Passenger Vehicles: 624847 | Heavy Commercial Vehicles: 122410

Monthly Average Daily Traffic (MADT): 24105 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 3949

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 Mondays. WB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Mondays (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 13's.

## Overweight HCVs

**Volume trends.** Of a total of 122410 HCVs, 36291 of them were overweight<sup>3</sup>. These overweight HCVs contributed to 5.5% of total monthly volume, and 33% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Saturdays. WB overweight vehicles tended to reach highest volumes on Thursdays, with lowest volumes reported on Sundays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 11 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 51% 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 report<sup>4</sup>.

Using normal load limits ,5027 EB vehicles exceeded 88,000 pounds (4733 vehicles were Class 9's; 141 vehicles were Class 10's). Of vehicles traveling WB,

8887 EB vehicles exceeded 88,000 pounds (8549 vehicles were Class 9's; 115 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from October 2018.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in October 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 empty Class 10's than fully\_loaded traveling in the EB direction. In the WB direction, there were more empty class 10 vehicles.

**Freight Totals.** A total of 1526649 tons of freight was recorded to have crossed the WIM. More freight was shipped WB (52.5%) than EB (47.5%). See Table 4 and Figure 11 for more freight information.

## Infrastructure Considerations

**Bridge.** Bridge No. 85802 and 85801 (Prestressed Beam Span) are approximately .02 miles east of WIM #59. Bridge No. 85849 and 85850 (Continuous Steel Beam Span) are approximately .3 miles west of WIM #59. WIM #59 recorded a total of 747257 vehicles with a combined GVW of 9105075 kips (1 kip = 1,000 pounds = 0.5 tons) in October 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 178570 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 55.9% of all ESALs were recorded WB while 44.1% was observed EB. In particular, 83% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 57% 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).

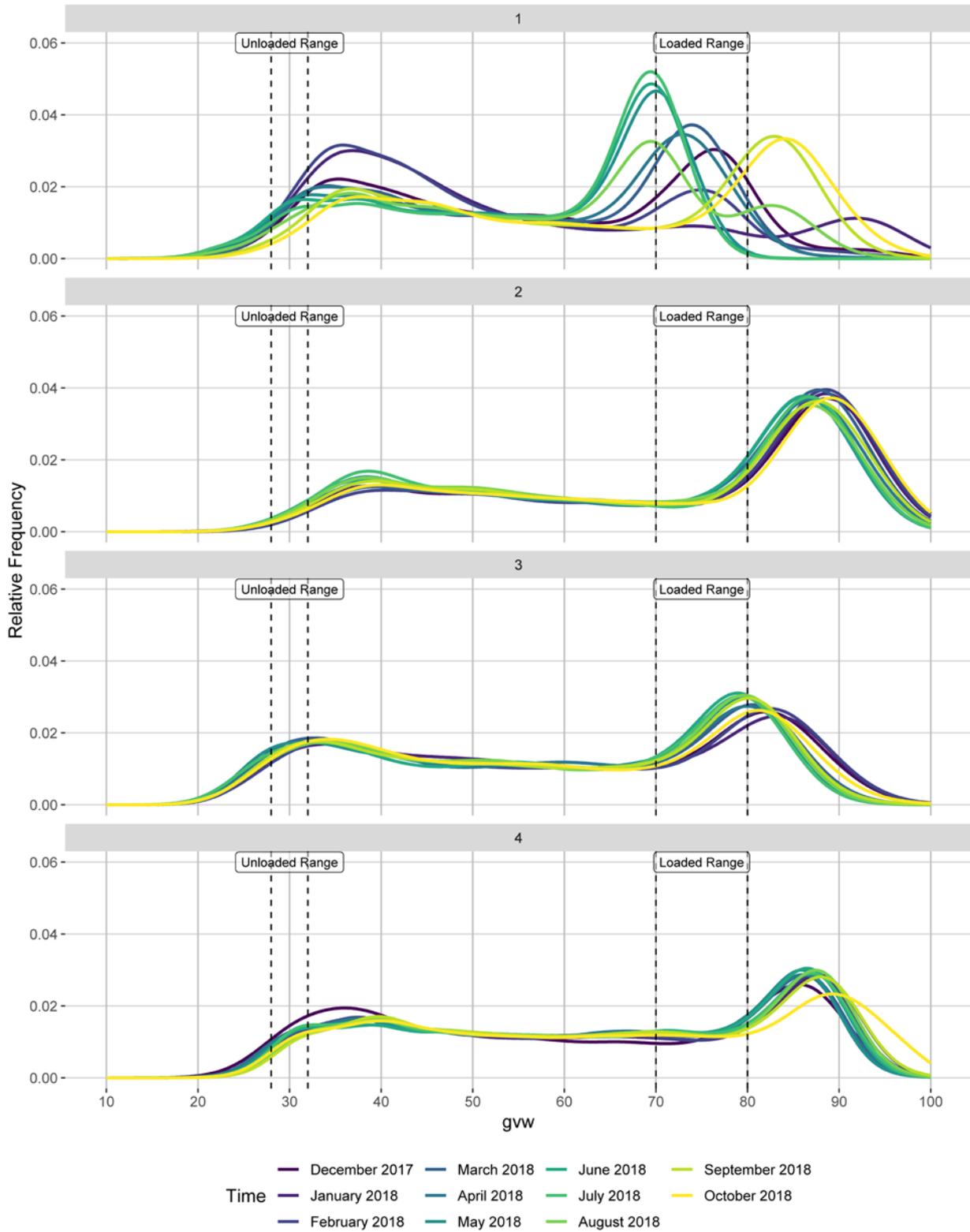
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

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>

- <sup>1</sup> 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
- <sup>2</sup> 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.
- <sup>3</sup> 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](http://www.mrr.dot.state.mn.us/research/seasonal_load_limits/sllindex.asp)
- <sup>4</sup> 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.

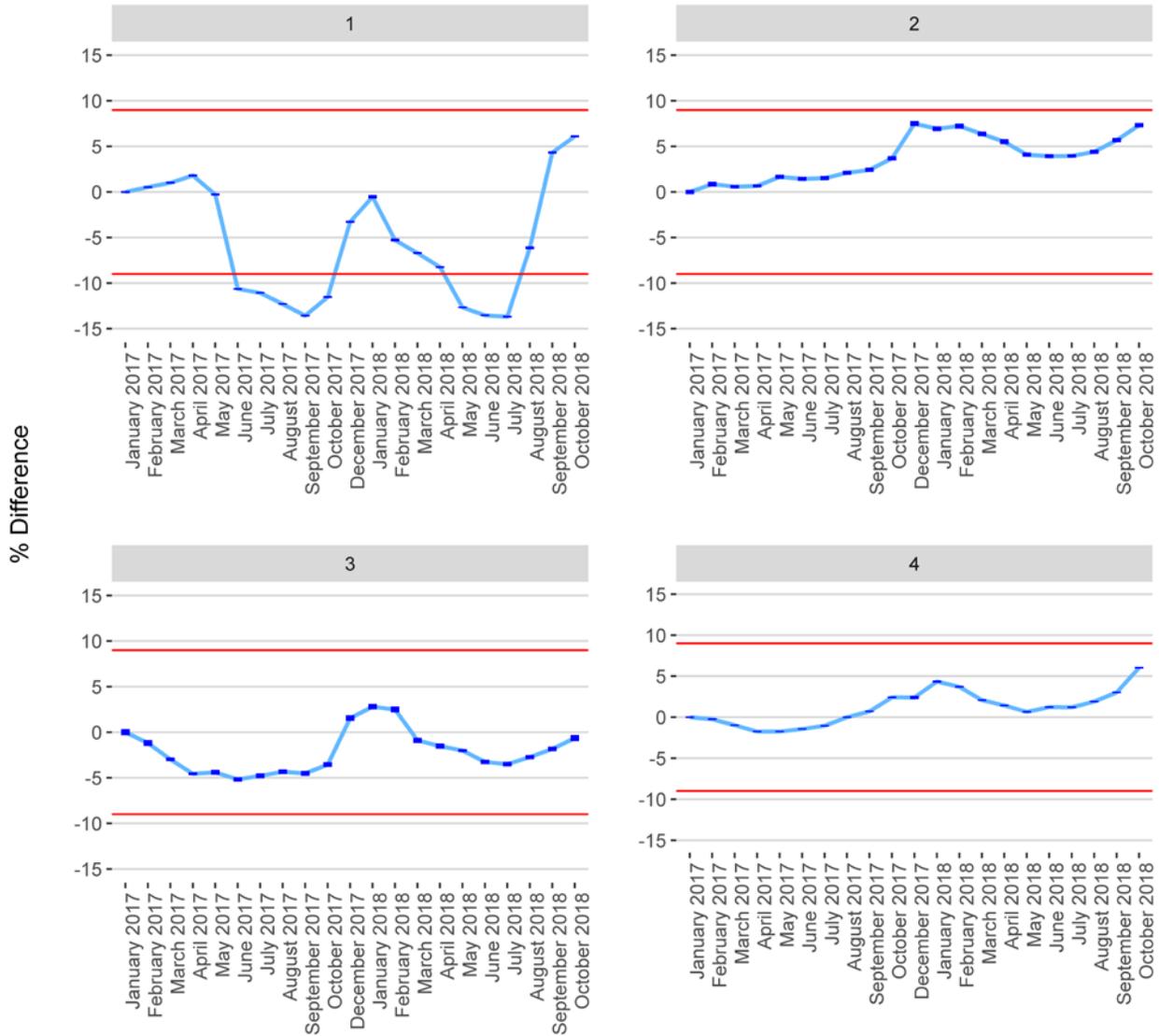
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Figure 1 - Monthly Class 9 GWW Histogram



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

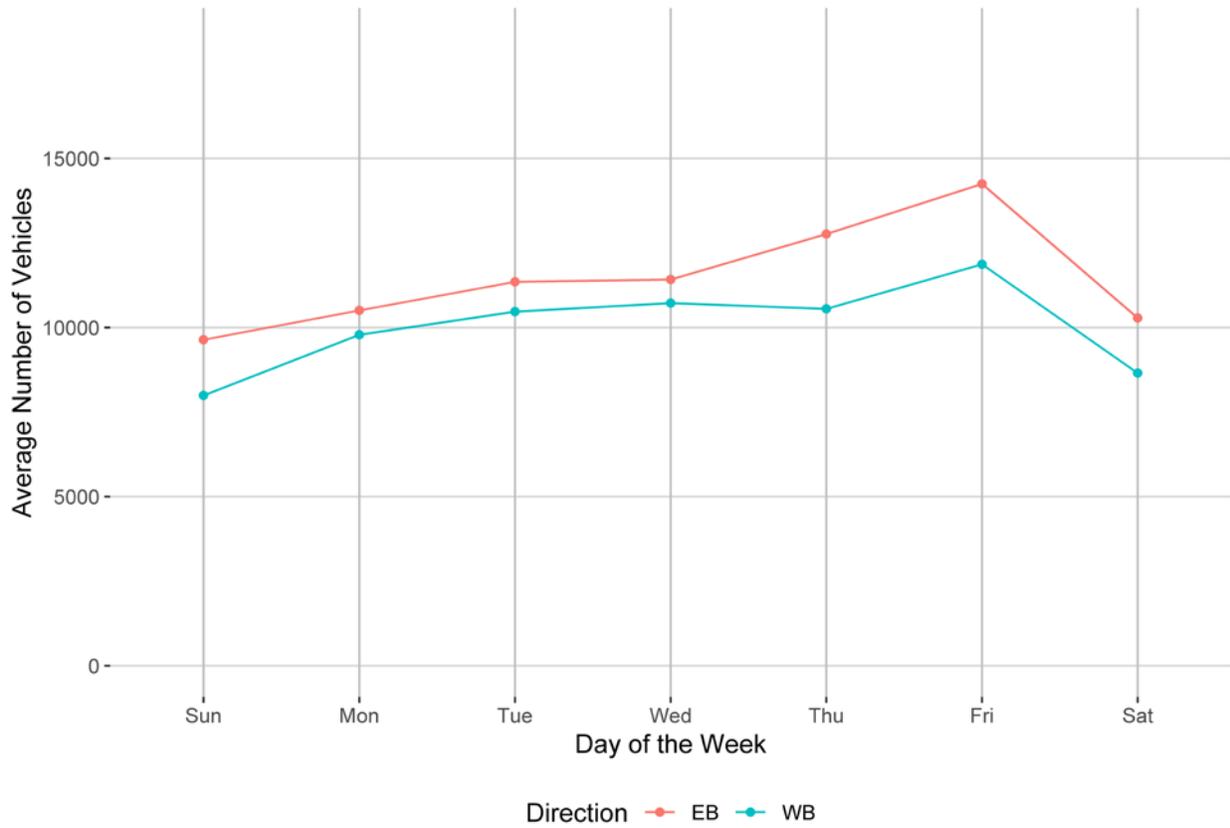


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

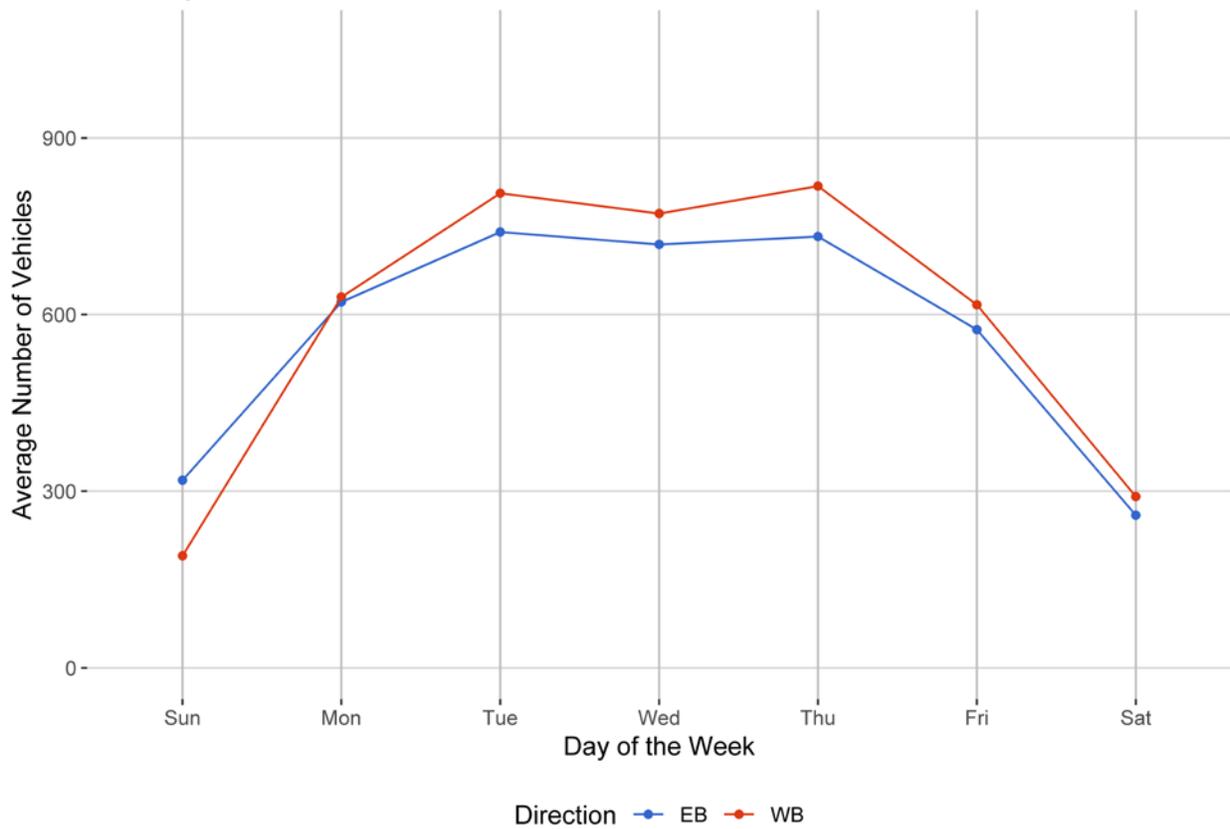


Figure 4 - Passenger Vehicles vs. Hour of the Day

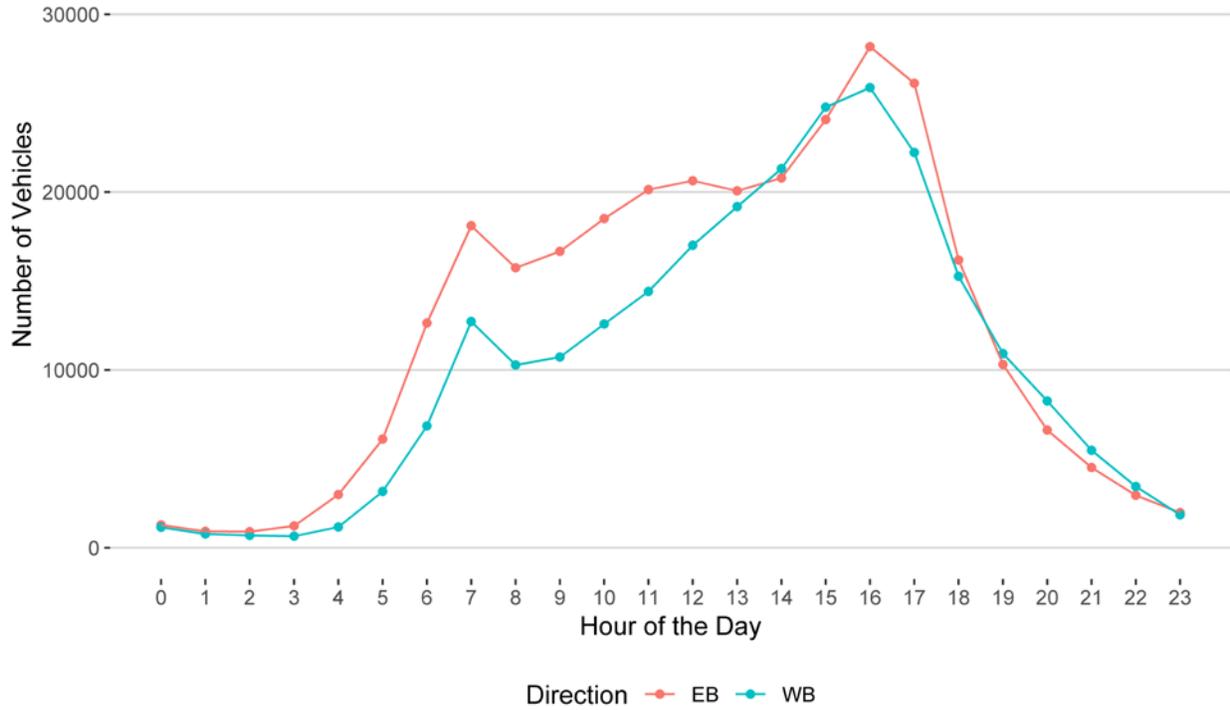


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

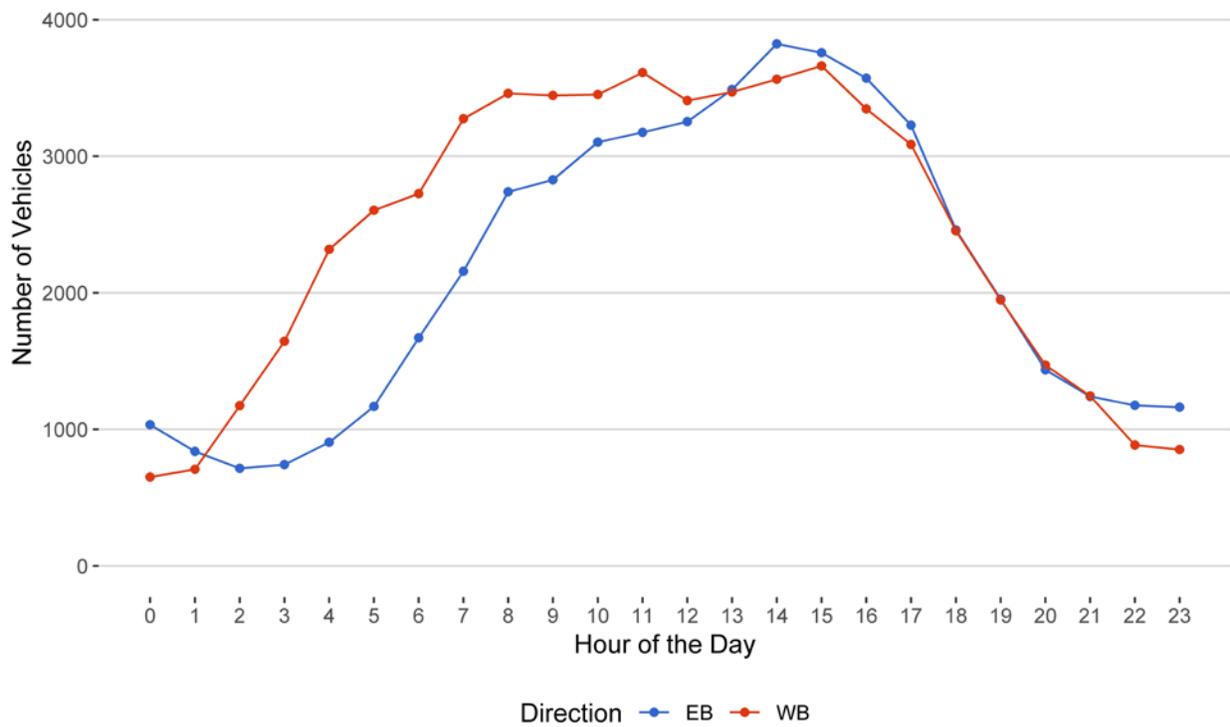


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

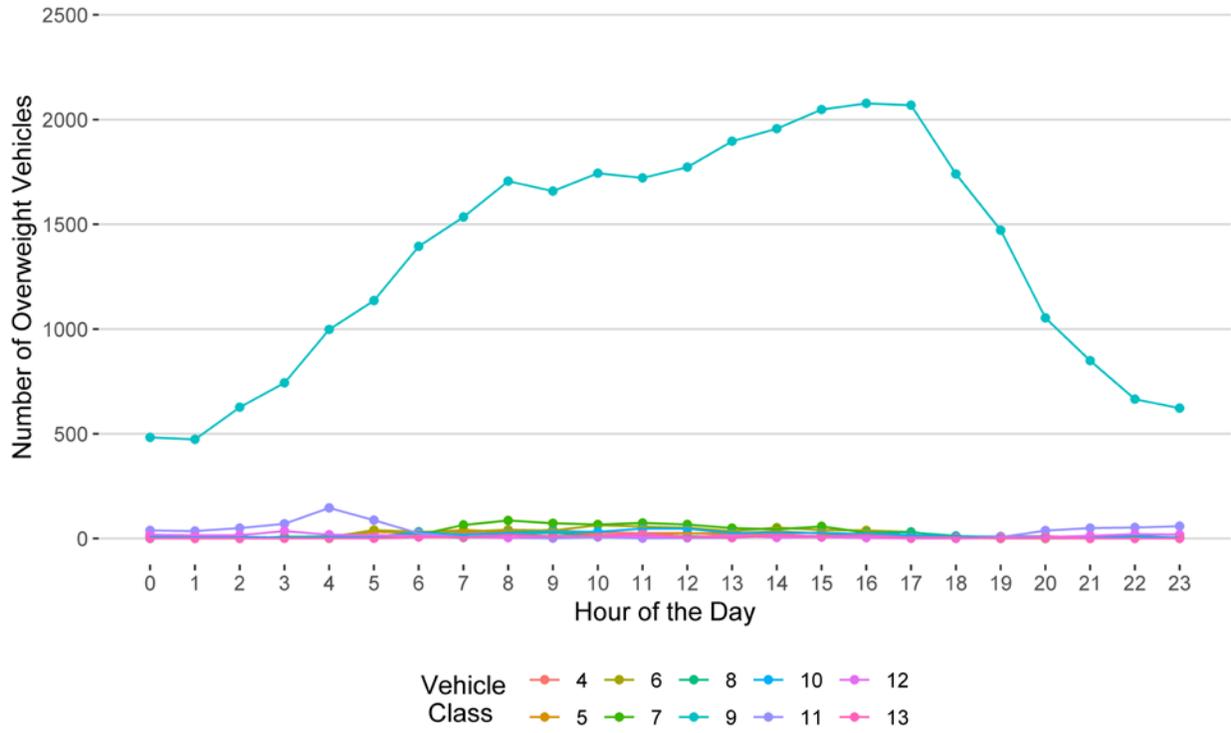


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

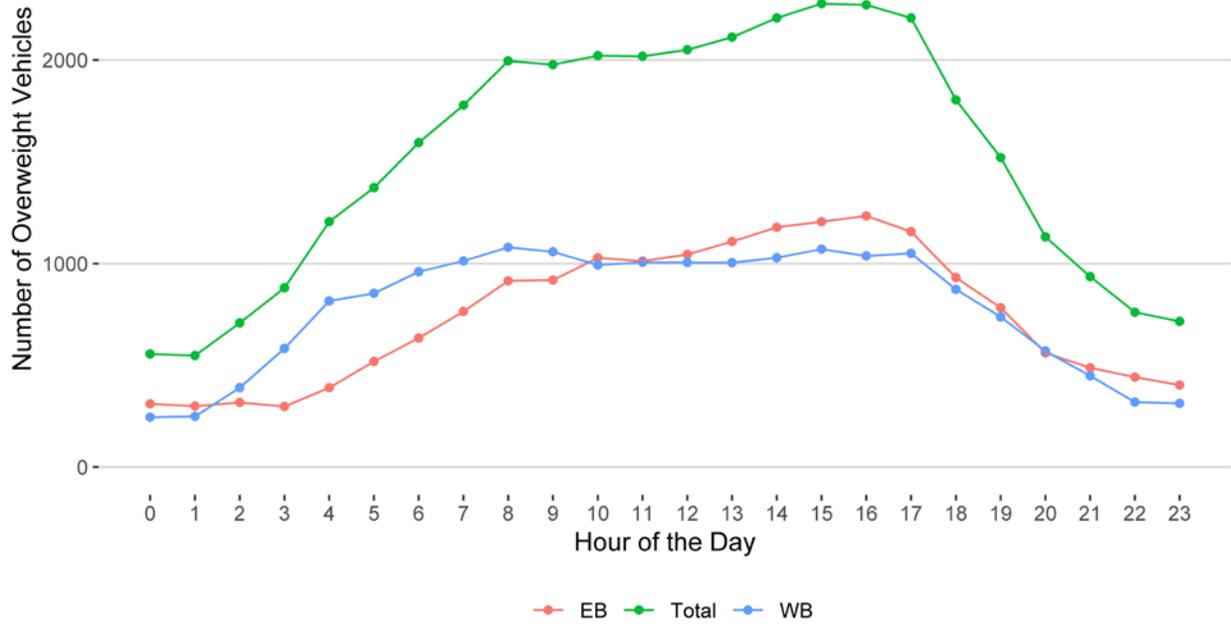
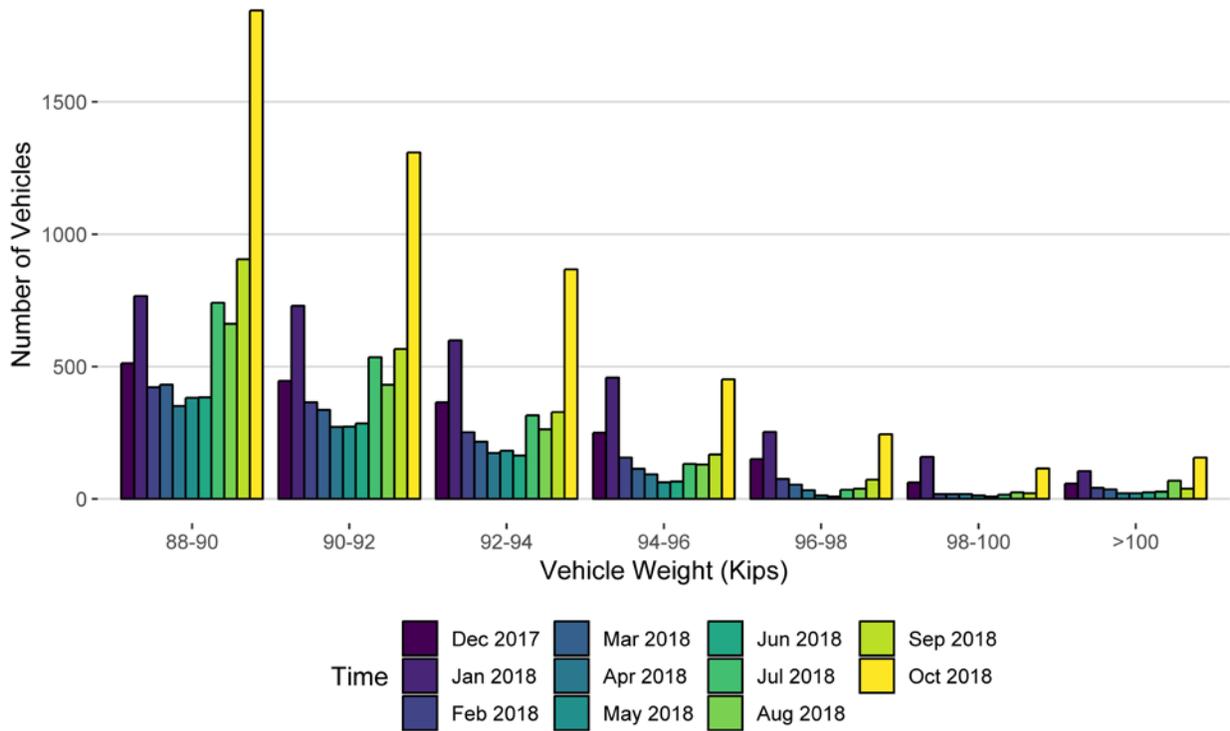
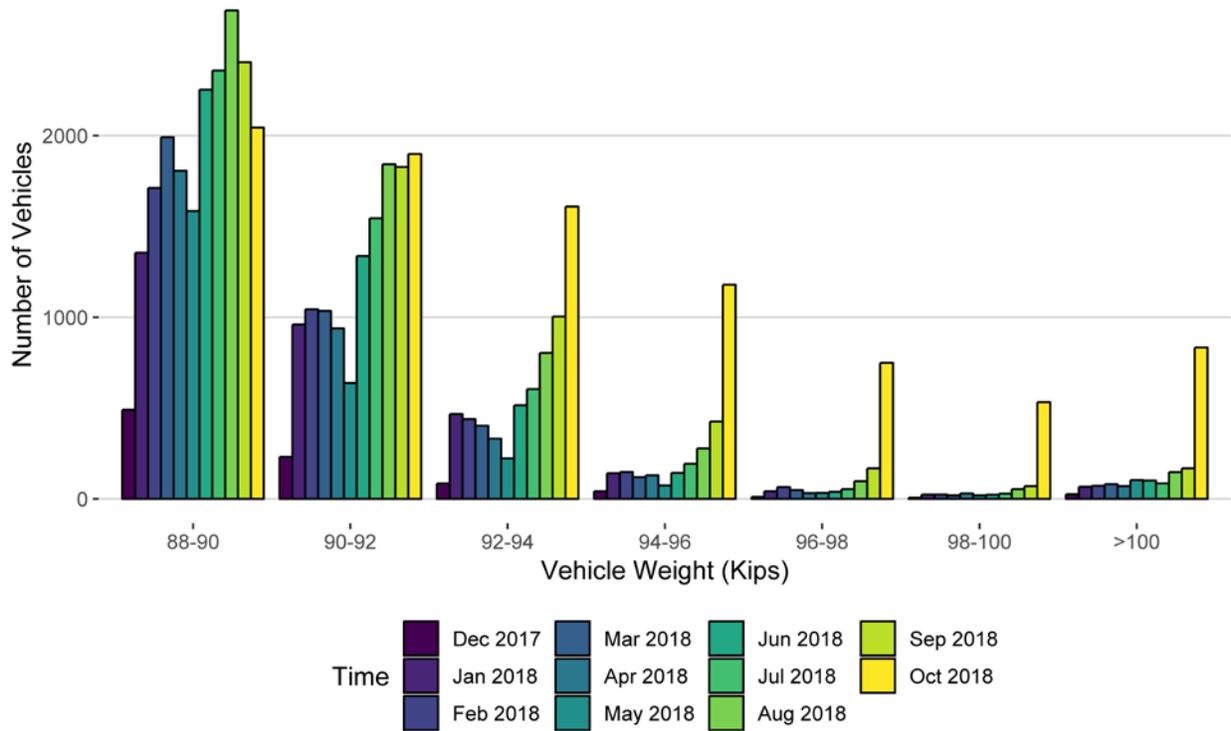


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018
88-90	512	766	422	432	351	382	384	741	661	905	1845
90-92	446	729	365	336	272	273	285	535	431	566	1309
92-94	365	599	252	216	173	182	164	316	263	328	867
94-96	250	458	156	114	93	63	66	132	130	168	452
96-98	150	253	75	54	33	13	9	35	39	73	244
98-100	62	159	18	18	18	13	9	16	25	21	115
>100	58	105	42	36	21	21	25	27	69	39	156
<b>Total</b>	<b>1843</b>	<b>3069</b>	<b>1330</b>	<b>1206</b>	<b>961</b>	<b>947</b>	<b>942</b>	<b>1802</b>	<b>1618</b>	<b>2100</b>	<b>4988</b>

Figure 8 - Histogram of WB 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
88-90	491	1355	1712	1991	1807	1585	2253	2358	2689	2404	2044
90-92	232	960	1044	1035	939	638	1337	1545	1843	1827	1899
92-94	86	467	440	403	332	223	516	605	804	1004	1609
94-96	42	141	148	120	130	74	143	193	278	426	1179
96-98	11	42	65	49	32	33	39	54	98	169	749
98-100	7	24	24	20	30	20	23	29	54	70	533
>100	26	67	72	81	70	104	101	86	147	169	834
Total	895	3056	3505	3699	3340	2677	4412	4870	5913	6069	8847

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

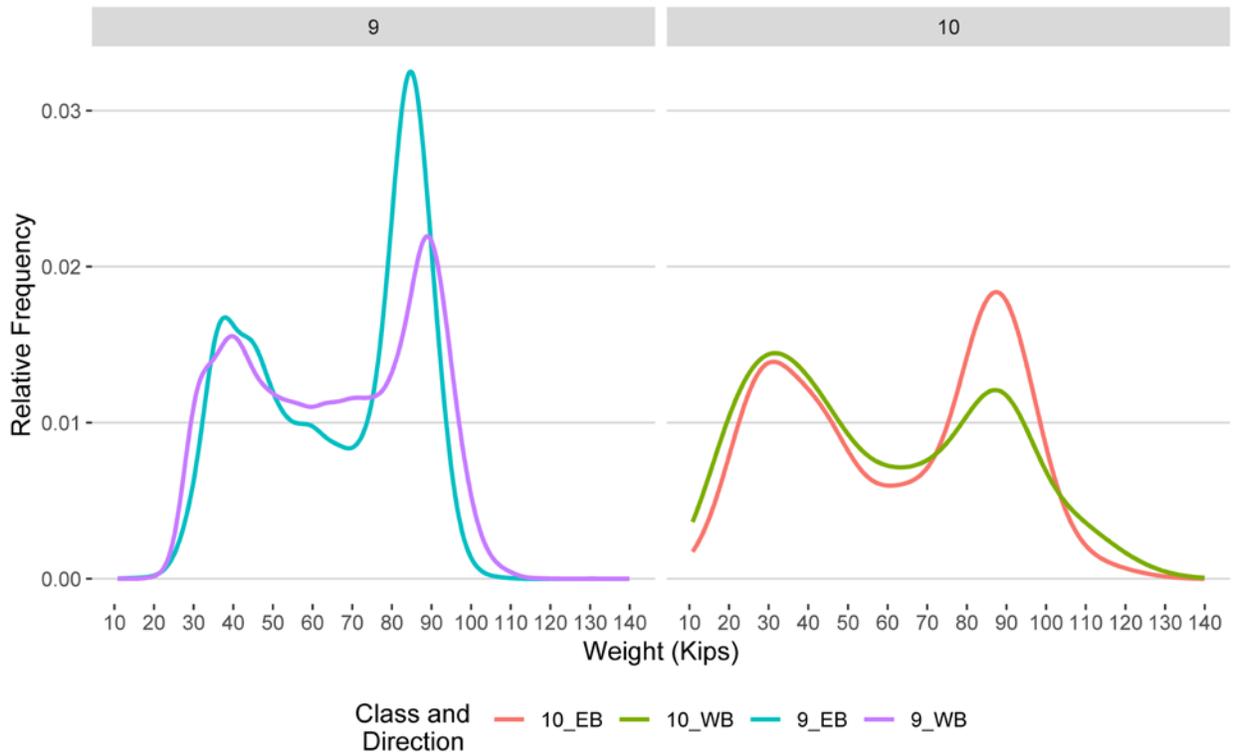


Figure 9 - Freight Percentage by Direction and Class

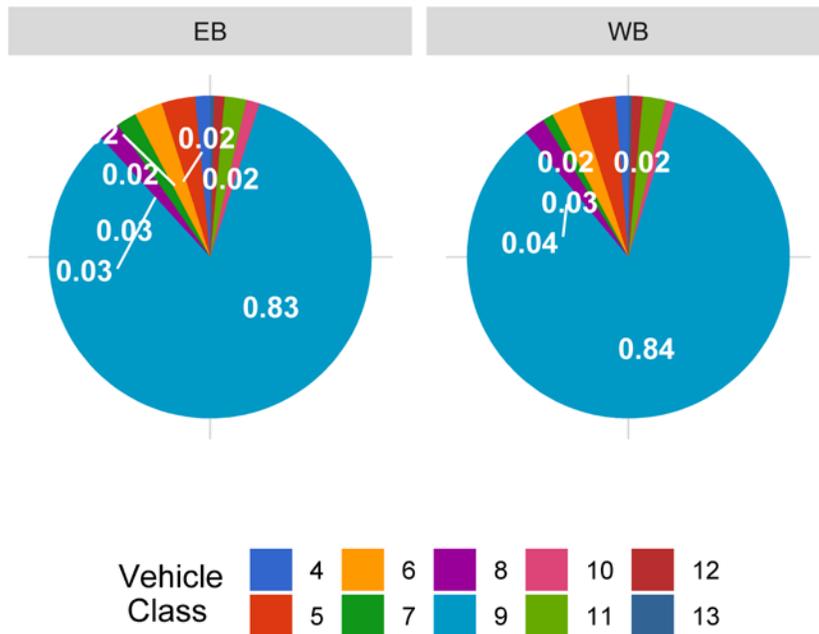


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

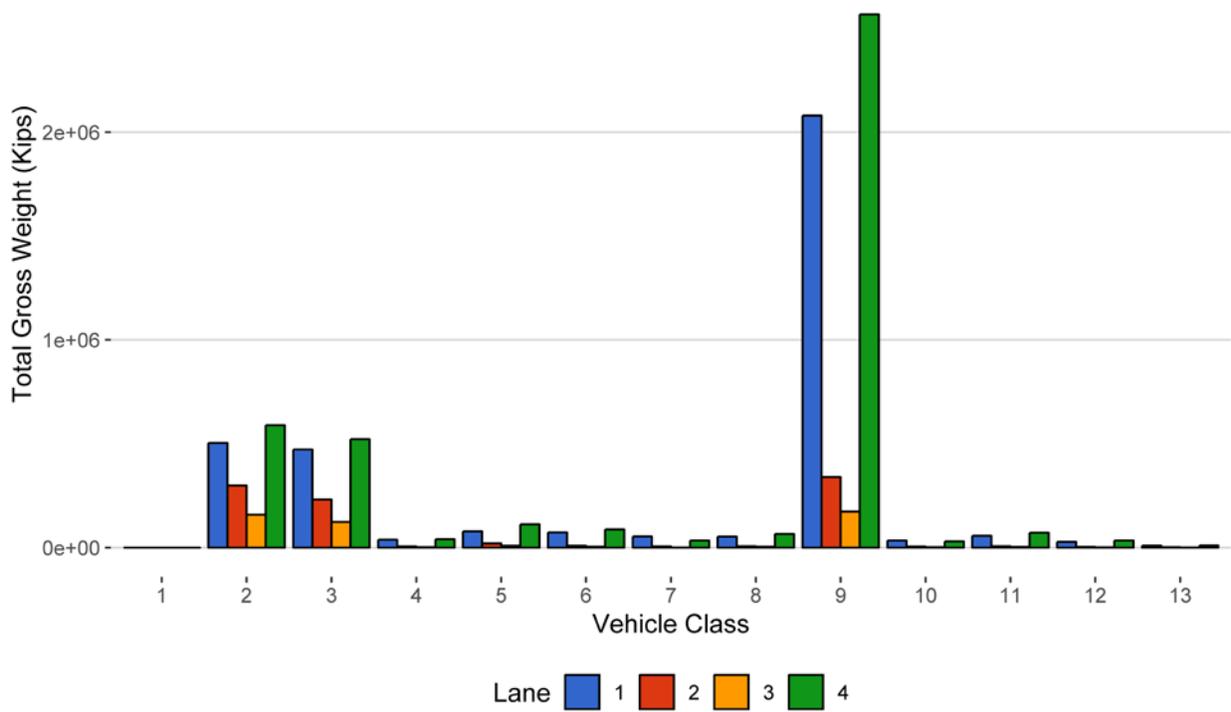


Figure 11 - Total Gross Vehicle Weight t

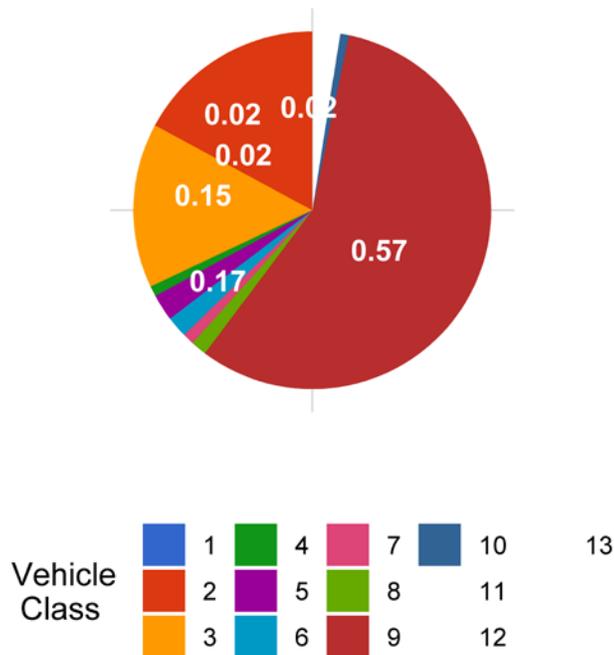


Figure 12 - Total ESALs by Class and Lane

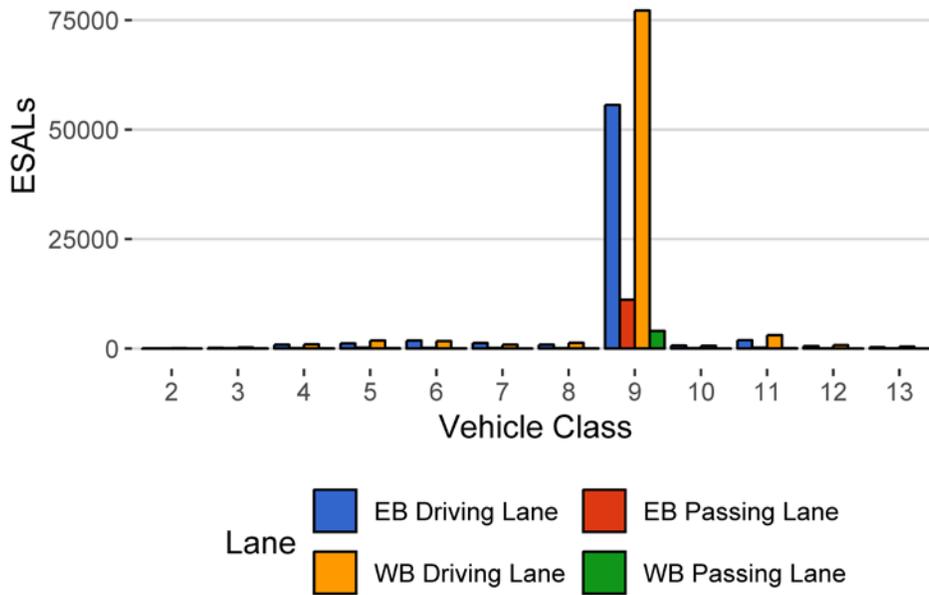
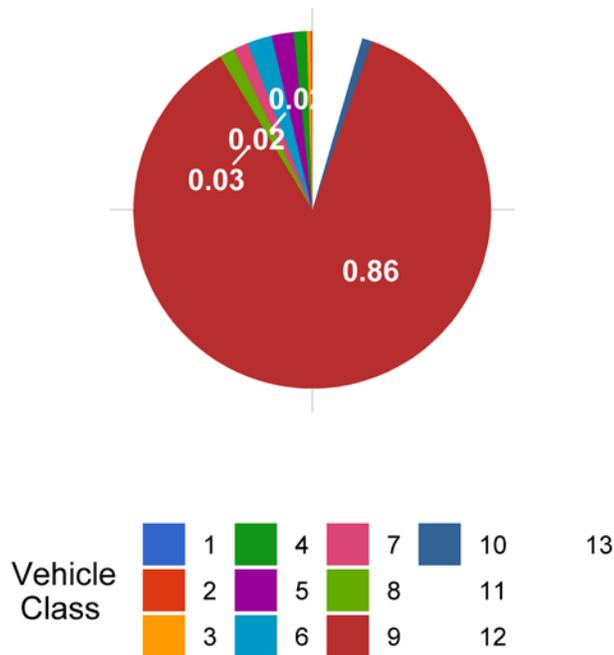


Figure 13 - ESALs by Class



**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>
January 2017	11.32	0.00	12.24	0.00	12.06	0.00	11.96	0.00
February 2017	11.38	0.53	12.34	0.86	11.92	-1.18	11.93	-0.24
March 2017	11.43	1.01	12.31	0.58	11.71	-2.97	11.84	-0.98
April 2017	11.52	1.80	12.32	0.66	11.52	-4.55	11.75	-1.74
May 2017	11.29	-0.29	12.44	1.67	11.53	-4.39	11.75	-1.74
June 2017	10.11	-10.64	12.42	1.43	11.44	-5.18	11.79	-1.43
July 2017	10.07	-11.07	12.43	1.51	11.49	-4.78	11.84	-1.04
August 2017	9.93	-12.30	12.50	2.10	11.54	-4.33	11.96	0.00
September 2017	9.78	-13.58	12.54	2.43	11.52	-4.51	12.04	0.71
October 2017	10.01	-11.53	12.69	3.70	11.64	-3.54	12.25	2.42
December 2017	10.95	-3.27	13.16	7.50	12.25	1.55	12.25	2.40
January 2018	11.26	-0.54	13.09	6.93	12.40	2.80	12.48	4.35
February 2018	10.72	-5.27	13.12	7.22	12.37	2.50	12.40	3.70
March 2018	10.56	-6.70	13.02	6.37	11.96	-0.89	12.21	2.08
April 2018	10.39	-8.25	12.91	5.51	11.88	-1.52	12.13	1.44
May 2018	9.89	-12.66	12.74	4.09	11.82	-2.00	12.04	0.66
June 2018	9.79	-13.53	12.72	3.92	11.67	-3.25	12.11	1.23
July 2018	9.77	-13.68	12.72	3.95	11.64	-3.50	12.10	1.21
August 2018	10.63	-6.13	12.78	4.40	11.73	-2.73	12.19	1.91
September 2018	11.81	4.33	12.94	5.68	11.84	-1.84	12.32	3.03
October 2018	12.01	6.10	13.14	7.33	11.99	-0.64	12.68	6.03

**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	2	58	0	0	0
2	12721	394356	52.8	0	0
3	7433	230434	30.8	0	0
4	97	2994	0.4	363	1
5	508	15745	2.1	391	1.1
6	187	5810	0.8	582	1.6
7	49	1524	0.2	663	1.8
8	128	3955	0.5	250	0.7
9	2825	87579	11.7	32444	89.4
10	42	1300	0.2	444	1.2
11	72	2219	0.3	725	2
12	34	1045	0.1	279	0.8
13	8	239	0	150	0.4
<b>TOTAL</b>	<b>24105</b>	<b>747257</b>	<b>100</b>	<b>36291</b>	<b>100</b>

**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>
2018-10-19	Friday	02:49:26	9	WB	4	139.95
2018-10-31	Wednesday	18:14:30	9	EB	1	130.52
2018-10-30	Tuesday	11:05:30	10	WB	4	129.71
2018-10-30	Tuesday	11:32:22	10	WB	4	124.32
2018-10-20	Saturday	17:35:06	10	EB	1	123.94
2018-10-29	Monday	20:21:28	9	EB	2	122.57
2018-10-21	Sunday	22:33:22	10	EB	1	122.43
2018-10-15	Monday	09:41:29	10	WB	4	122.09
2018-10-31	Wednesday	09:48:58	9	WB	4	121.01
2018-10-29	Monday	16:54:48	10	EB	2	120.9

**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	1359	114	8.4	42181	1523	11753
5	EB	8	6466	447	6.9	94713	3194	23281
6	EB	19	2374	161	6.8	79197	2837	18575
7	EB	11.5	869	0	0	59474	0	24740
8	EB	31	1677	509	30.4	48219	11244	6006
9	EB	33	36739	1560	4.2	2372774	46388	605934
10	EB	33.5	624	143	22.9	35192	3812	9539
11	EB	36.5	960	11	1.1	62990	276	14176
12	EB	36.5	450	4	0.9	30303	95	7012
13	EB	31.5	116	0	0	11299	0	3823
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>51634</b>	<b>2949</b>	<b>****</b>	<b>2836343</b>	<b>****</b>	<b>724838</b>
<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	1334	92	6.9	40944	1227	11157
5	WB	8	7696	318	4.1	117492	2342	29234
6	WB	19	2852	137	4.8	88857	2422	18636
7	WB	11.5	502	0	0	34734	0	14481
8	WB	31	1880	562	29.9	56469	13360	7805
9	WB	33	42036	3188	7.6	2645244	95347	681630
10	WB	33.5	545	150	27.5	28148	3777	7458
11	WB	36.5	1036	3	0.3	74833	86	18564
12	WB	36.5	490	1	0.2	35734	36	8943
13	WB	31.5	99	0	0	10926	0	3904
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>58470</b>	<b>4451</b>	<b>****</b>	<b>3133381</b>	<b>****</b>	<b>801812</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>110104</b>	<b>7400</b>	<b>163</b>	<b>5969724</b>	<b>187962</b>	<b>1526649</b>

**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	18	18	10	26	72	0
2	503887	299084	158424	589139	1550534	17.1
3	472477	231357	123211	521608	1348653	14.9
4	37818	5885	2231	39940	85874	0.9
5	78369	19538	8331	111503	217741	2.4
6	73123	8911	4445	86834	173314	1.9
7	53562	5911	331	34403	94208	1
8	52945	6518	4164	65664	129292	1.4
9	2079924	339239	173215	2567376	5159753	57
10	33751	5254	2288	29636	70929	0.8
11	56544	6722	3296	71622	138184	1.5
12	27333	3065	1341	34429	66168	0.7
13	9304	1995	535	10391	22225	0.2
<b>TOTAL</b>	<b>3479056</b>	<b>933497</b>	<b>481823</b>	<b>4162570</b>	<b>9056945</b>	<b>100</b>
<b>GVW/LANE</b>	<b>38.41</b>	<b>10.31</b>	<b>5.32</b>	<b>45.96</b>	<b>100</b>	<b>0</b>

**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	0.0189
2	65	49	27	112	253	0.15	0.0015
3	186	103	52	281	621	0.36	0.006
4	906	126	44	975	2051	1.19	1.52
5	1189	244	95	1845	3372	1.96	0.48
6	1852	203	70	1732	3858	2.24	1.48
7	1283	134	9	890	2316	1.35	3.37
8	875	119	57	1330	2380	1.38	1.34
9	55640	11163	4030	77177	148010	85.95	3.76
10	738	121	38	690	1587	0.92	2.7
11	1955	252	116	3093	5417	3.15	5.41
12	580	68	24	824	1496	0.87	3.16
13	303	71	30	447	851	0.49	7.52
<b>TOTAL</b>	<b>65573</b>	<b>12654</b>	<b>4592</b>	<b>89395</b>	<b>172213</b>	<b>100</b>	<b>31</b>
<b>ESALS/LANE</b>	<b>38.1</b>	<b>7.3</b>	<b>2.7</b>	<b>51.9</b>	<b>100</b>	<b>-</b>	<b>-</b>

**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	608685	19635	1976	547421	89.9	61264.3	10.1	81.9	18.1
Jan 2018	545214	17588	1886	486743	89.3	58471.1	10.7	80.9	19.1
Feb 2018	519118	18540	2213	457150	88.1	61967.9	11.9	84.8	15.2
Mar 2018	672594	21697	3246	571963	85	100631.3	15	89.4	10.6
Apr 2018	637163	21239	3266	539170	84.6	97993.1	15.4	89.6	10.4
May 2018	783270	25267	3420	677254	86.5	106015.6	13.5	78.4	21.6
Jun 2018	800330	26678	3577	693025	86.6	107305.3	13.4	86.5	13.5
Jul 2018	821395	26497	3473	713718	86.9	107677.3	13.1	81.1	18.9
Aug 2018	789021	25452	3486	680966	86.3	108054.7	13.7	86.1	13.9
Sep 2018	637170	21239	3006	546979	85.8	90190.7	14.2	85	15
Oct 2018	747257	24105	3949	624847	83.6	122409.5	16.4	89.9	10.1
<b>TOTAL</b>	<b>7561217</b>	<b>-</b>	<b>-</b>	<b>6539236</b>	<b>-</b>	<b>1021981</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>687383</b>	<b>22540</b>	<b>3045</b>	<b>594476</b>	<b>87</b>	<b>92907</b>	<b>13</b>	<b>85</b>	<b>15</b>

## 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>
Dec 2017	32042	9829	5415	21039	68325	78	22	11.1
Jan 2018	19672	10910	5796	35694	72073	77	23	37.1
Feb 2018	11994	9787	5059	45812	72652	80	20	31.6
Mar 2018	36022	10271	5273	66550	118116	87	13	23.4
Apr 2018	33699	9080	5070	64198	112047	87	13	21.8
May 2018	29208	11691	15636	54301	110836	75	25	19.8
Jun 2018	26617	11629	6817	75040	120104	85	15	25.1
Jul 2018	22121	21567	6194	75499	125381	78	22	27.2
Aug 2018	32525	12583	7036	82490	134635	85	15	31.5
Sep 2018	30430	12029	6313	76534	125306	85	15	37.1
Oct 2018	66018	12731	4606	95216	178570	90	10	59.2
<b>TOTAL</b>	<b>340348</b>	<b>132108</b>	<b>73216</b>	<b>692373</b>	<b>1238045</b>	-	-	-
<b>AVERAGE</b>	<b>30941</b>	<b>12010</b>	<b>6656</b>	<b>62943</b>	<b>112550</b>	<b>82</b>	<b>18</b>	<b>30</b>

## 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>
Dec 2017	1766773	670355	515044	1948965	4901137
Jan 2018	1548618	606656	457410	2455684	5068368
Feb 2018	2931469	759060	586267	3650504	7927301
Mar 2018	2785677	692032	555620	3520002	7553332
Apr 2018	2870338	936643	1392451	3125714	8325147
May 2018	2735684	971481	814055	4101668	8622887
Jun 2018	2329986	1486733	800733	4211161	8828613
Jul 2018	2592130	1058321	848141	4398049	8896640
Aug 2018	1826437	941145	710711	4047287	7525580
Sep 2018	3500799	936082	485884	4182310	9105075
Oct 2018	2602727	725139	571128	1034431	4933426
<b>TOTAL</b>	<b>27490638</b>	<b>9783647</b>	<b>7737445</b>	<b>36675776</b>	<b>81687507</b>
<b>AVERAGE</b>	<b>2499149</b>	<b>889422</b>	<b>703404</b>	<b>3334161</b>	<b>7426137</b>

## 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	10576	2	15.9	2771	163
Jan 2018	14410	2.9	22.6	6149	364
Feb 2018	14486	3	22.6	4842	158
Mar 2018	20928	3.2	21	4910	155
Apr 2018	19693	3.2	20.4	4310	139
May 2018	17911	2.4	17.4	3625	158
Jun 2018	20657	2.7	19.7	5370	158
Jul 2018	22551	2.8	21.5	6694	165
Aug 2018	26070	3.4	24.6	7553	306
Sep 2018	26866	4.4	29.9	8207	307
Oct 2018	36648	5.5	31.3	13914	1656
<b>TOTAL</b>	<b>230796</b>	<b>-</b>	<b>-</b>	<b>68345</b>	<b>3729</b>
<b>AVERAGE</b>	<b>20981.5</b>	<b>3.2</b>	<b>22.4</b>	<b>6213.2</b>	<b>339</b>

## 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>
Dec 2017	444244	175532	619776	71.7	28.3
Jan 2018	278786	364384	643170	43.3	56.7
Feb 2018	224800	462615	687414	32.7	67.3
Mar 2018	524835	672213	1197049	43.8	56.2
Apr 2018	492972	651293	1144265	43.1	56.9
May 2018	502366	672478	1174845	42.8	57.2
Jun 2018	469192	765620	1234812	38	62
Jul 2018	495457	760718	1256175	39.4	60.6
Aug 2018	488240	816283	1304522	37.4	62.6
Sep 2018	402230	751548	1153778	34.9	65.1
Oct 2018	724838	801812	1526649	47.5	52.5
<b>TOTAL</b>	<b>5047960</b>	<b>6894496</b>	<b>11942456</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>458905.4</b>	<b>626772.4</b>	<b>1085677.8</b>	<b>43.1</b>	<b>56.9</b>