

JUNE 2018



05/18/2010

WIM #26
I-35, MP 30.1
OWATONNA, MN

MONTHLY
REPORT



06/28/2010

Your Destination...Our Priority



WIM Site Location

WIM #26 is located on I-35 near Owatonna in Steele county.

System Operation

WIM #26 was operational for the entire month of June 2018. Volume was computed using all monthly data.

System Calibration

WIM #26 was most recently calibrated on 2016-11-23. 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: 747544 | Passenger Vehicles: 613365 | Heavy Commercial Vehicles: 134179

Monthly Average Daily Traffic (MADT): 24918 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 4473

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 Wednesdays. SB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Wednesdays (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 02 PM and 04 PM. Similarly, SB PVs peaked in volume between 11 AM and 03 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 02 PM and 04 PM, while volume going SB peaked between 11 AM and 03 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 134179 HCVs, 13708 of them were overweight³. These overweight HCVs contributed to 1.9% of total monthly volume, and 10.8% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Fridays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Fridays, 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 78.8% of all overweight vehicles traveling NB 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 ,272 NB vehicles exceeded 88,000 pounds (101 vehicles were Class 9's; 85 vehicles were Class 10's). Of vehicles traveling SB,

262 NB vehicles exceeded 88,000 pounds (127 vehicles were Class 9's; 74 vehicles were Class 13's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from June 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in June 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 1356734 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (55.4%) than SB (44.6%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 91086 (a box culvert) is approximately 0.5 miles north of WIM #26, and Bridge No. 91095 (also a box culvert) is 6.9 miles south of WIM #26. WIM #26 recorded a total of 747544 vehicles with a combined GVW of 9312736 kips (1 kip = 1,000 pounds = 0.5 tons) in June 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 118334 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 58.5% of all ESALs were recorded NB while 41.5% was observed SB. In particular, 81% 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).

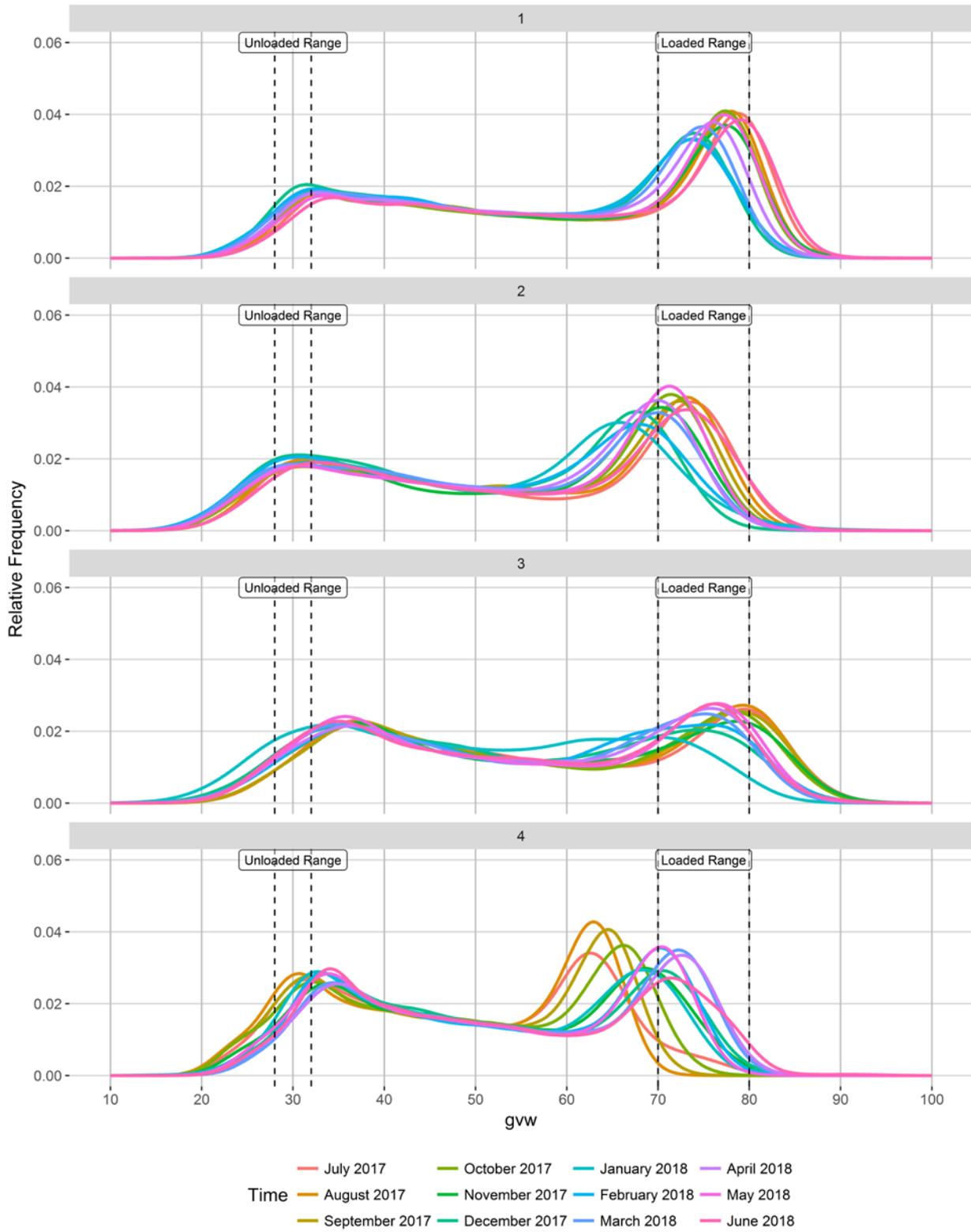
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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>

- 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.

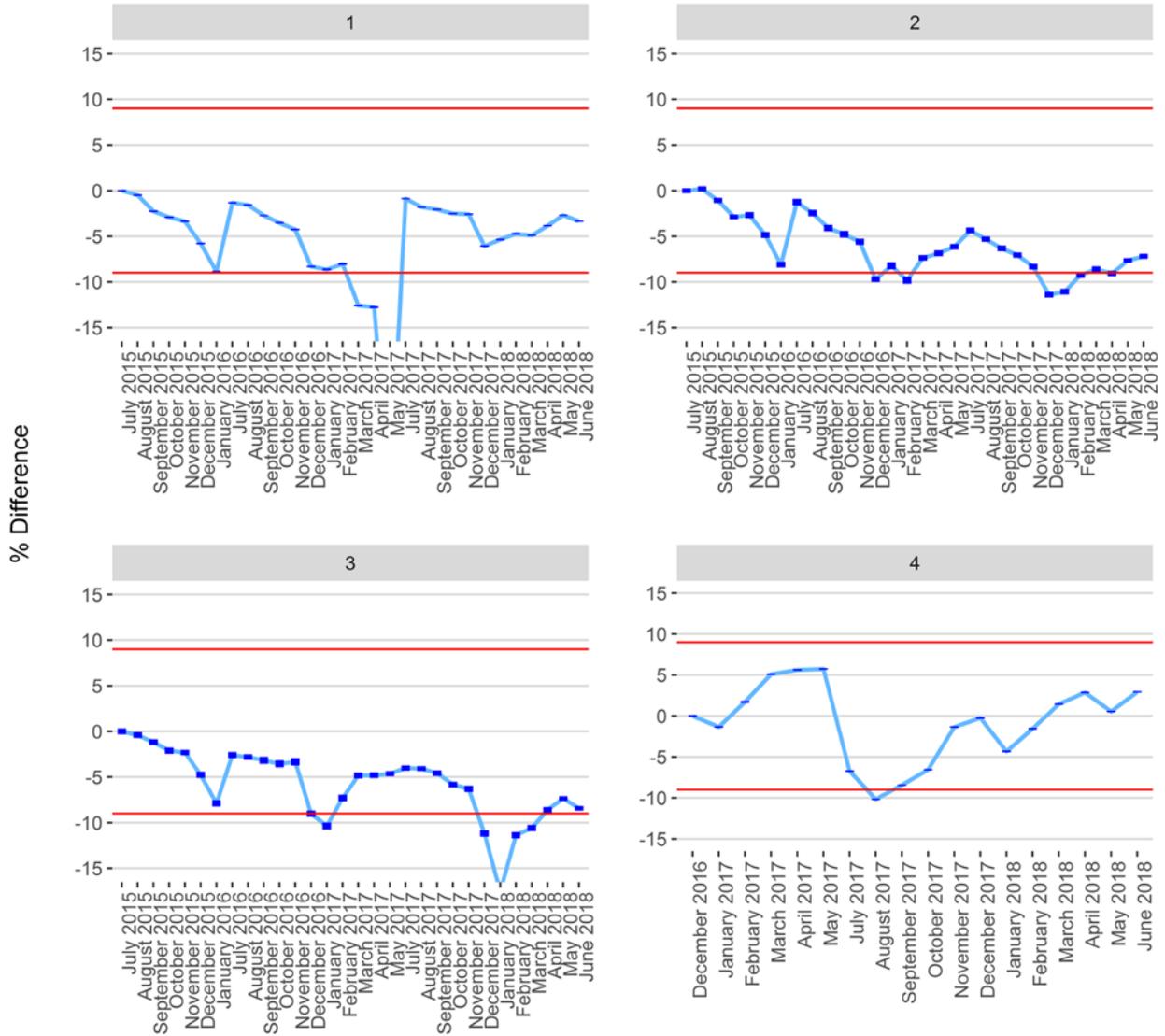
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

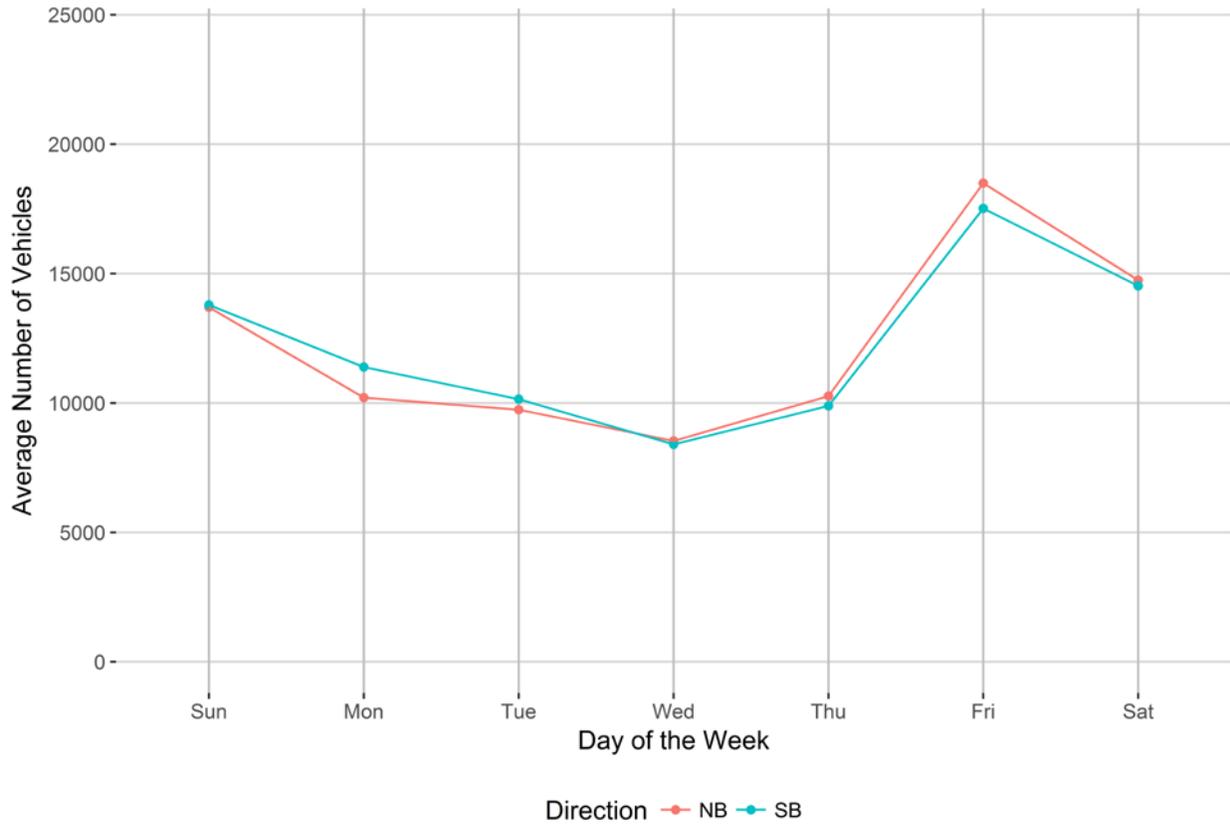


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

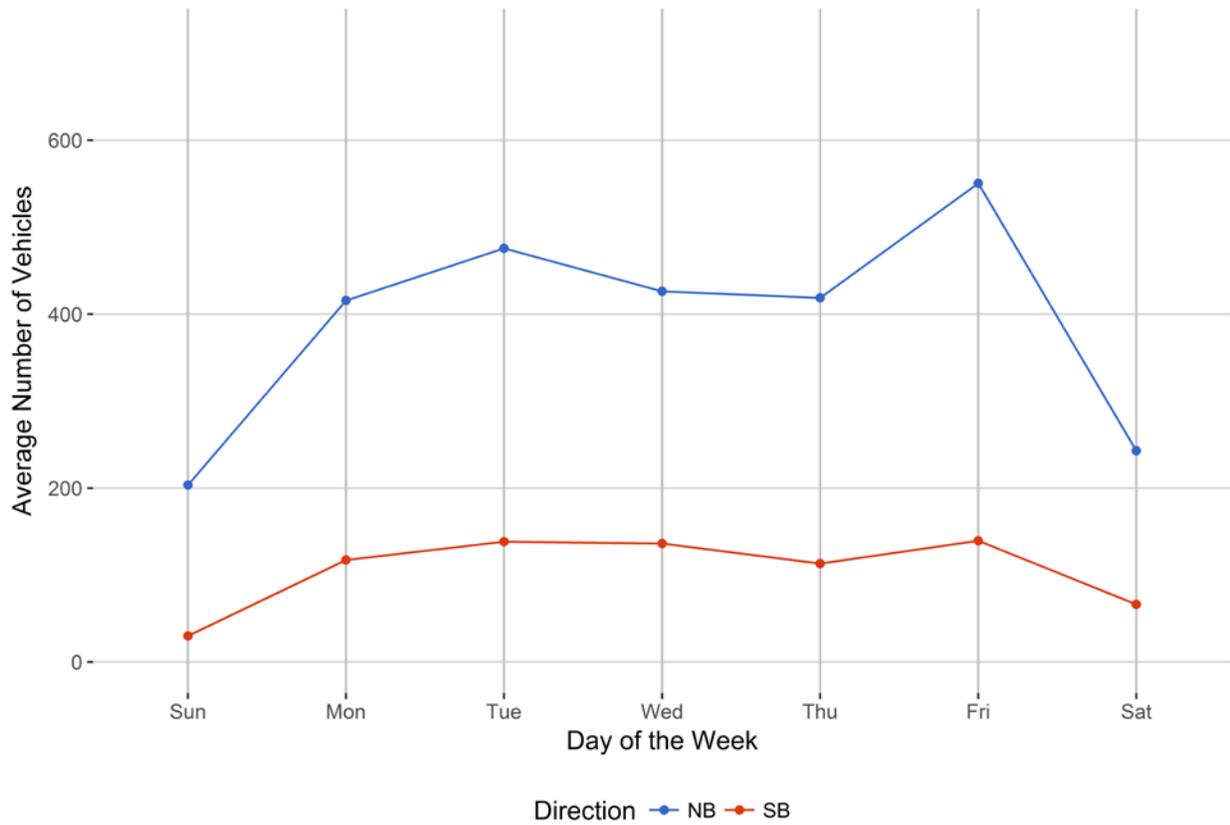


Figure 4 - Passenger Vehicles vs. Hour of the Day

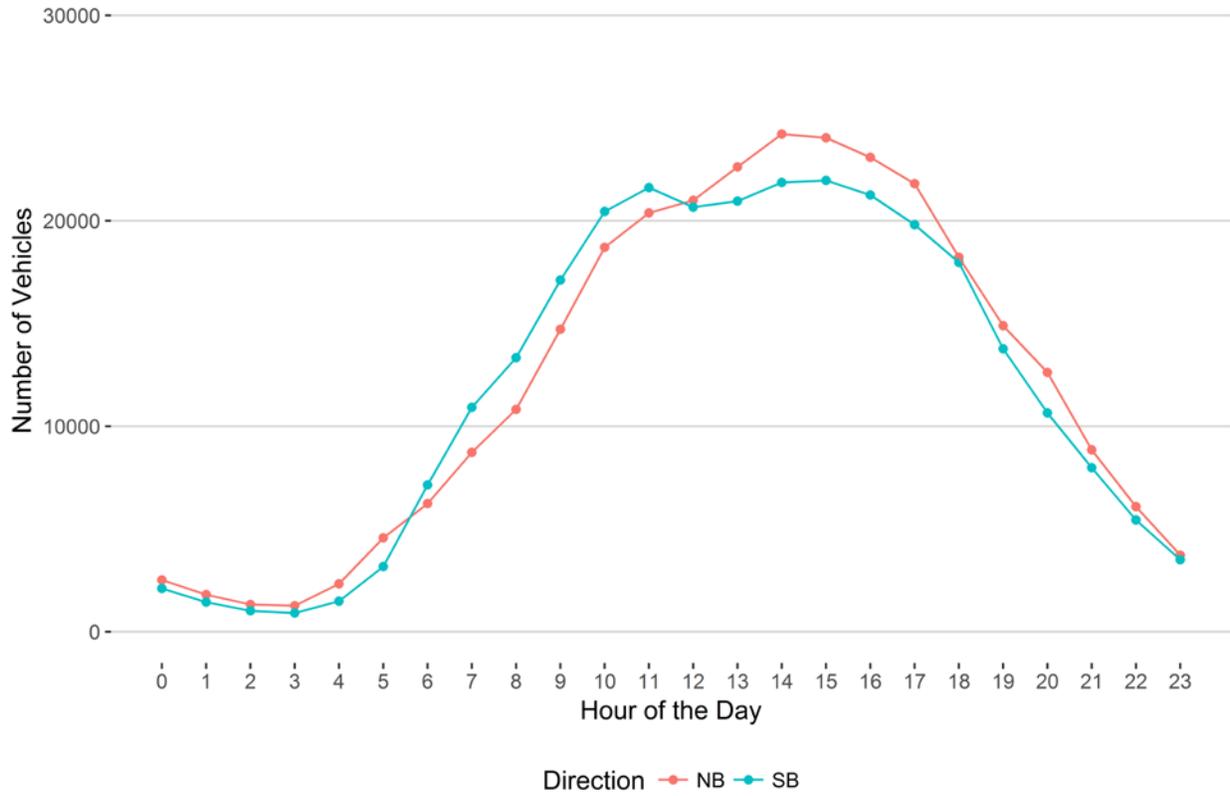


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

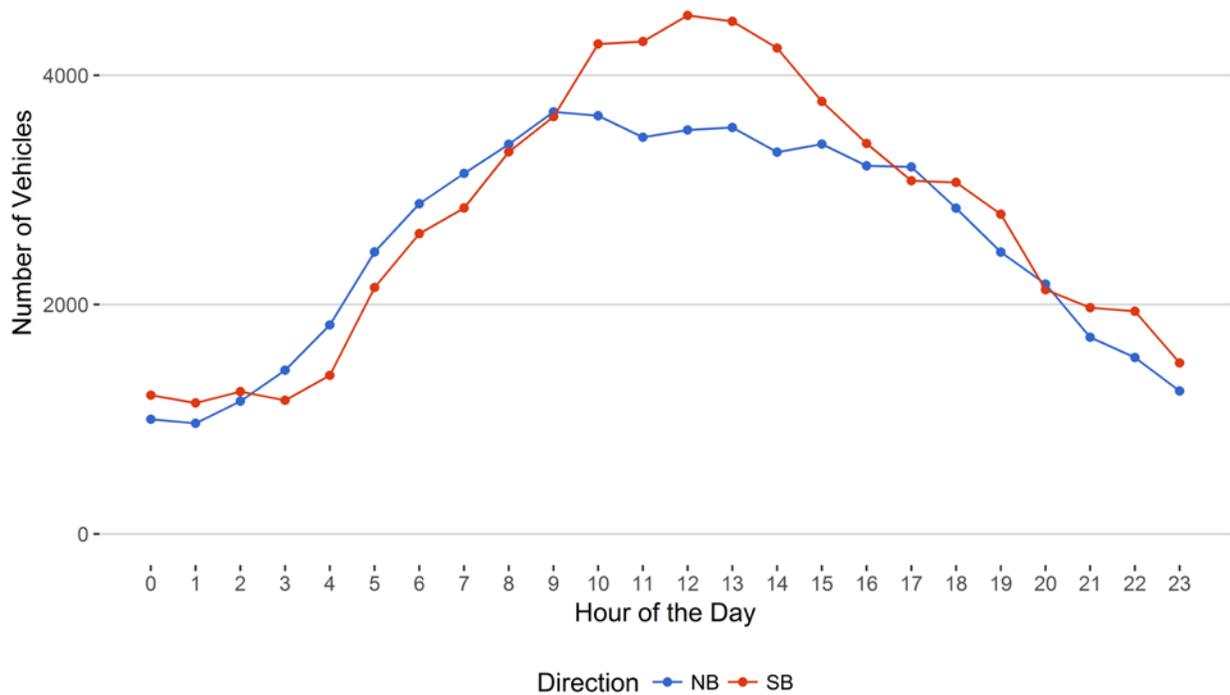


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

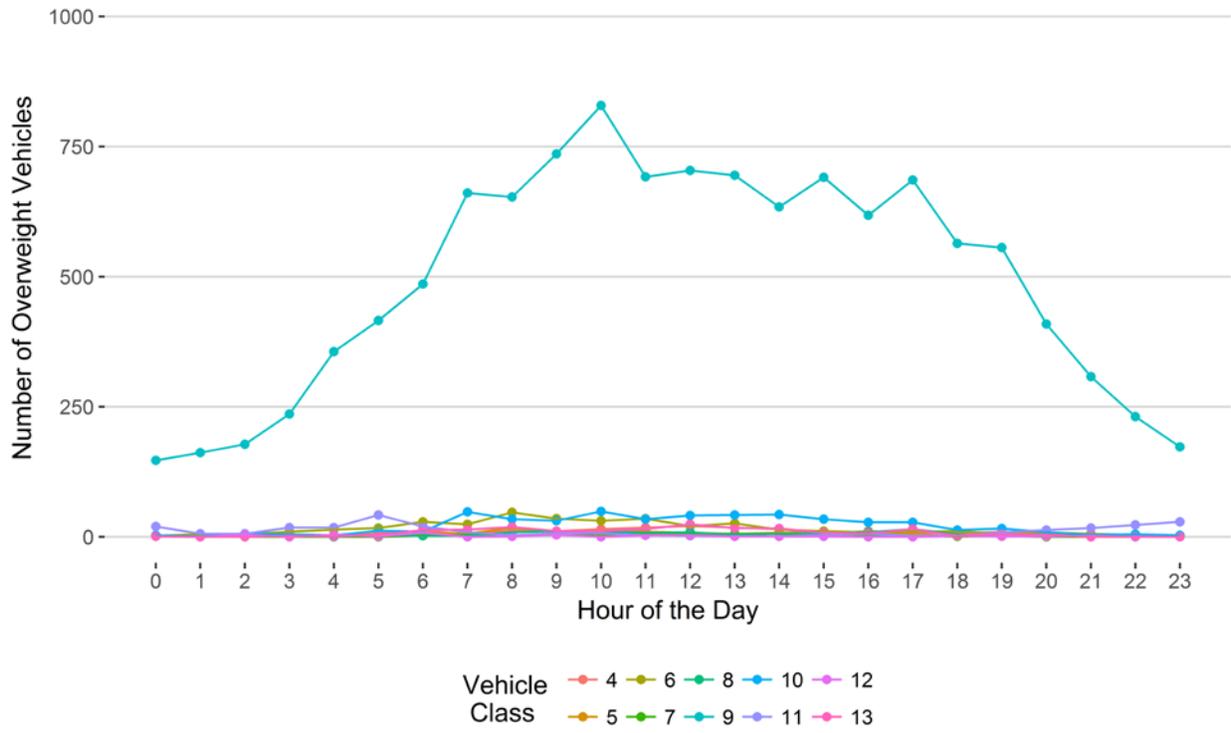


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

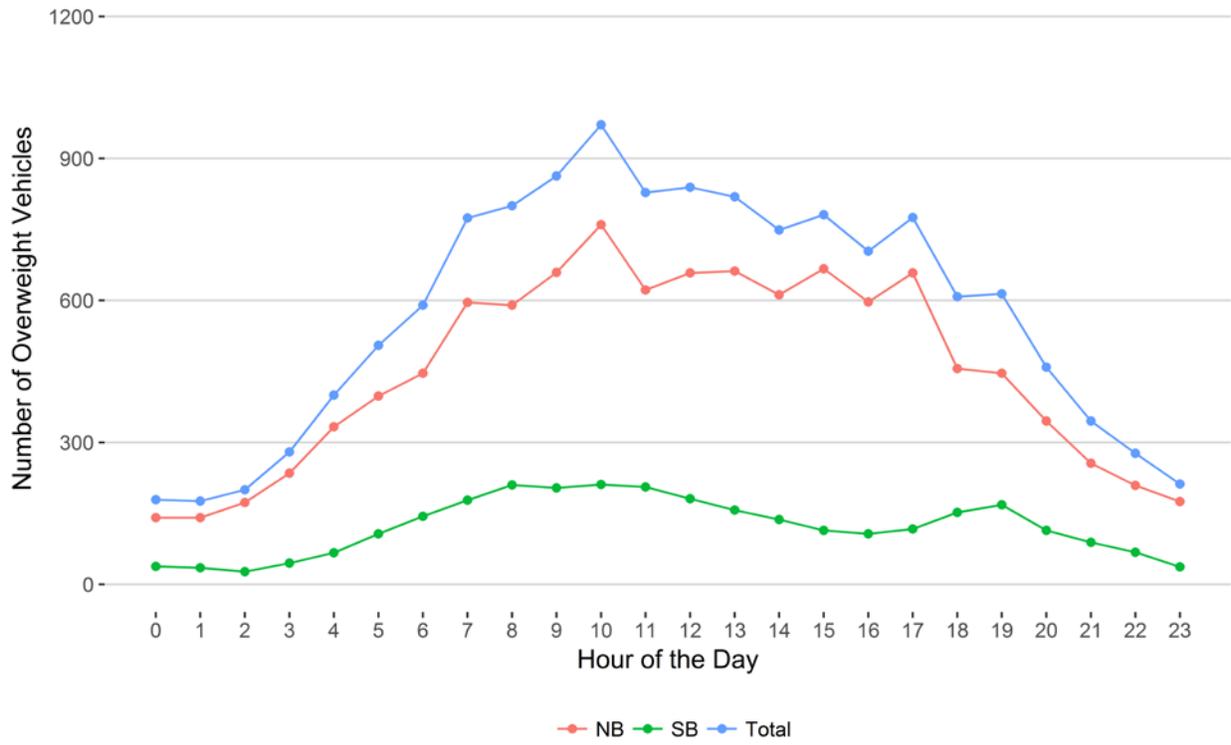
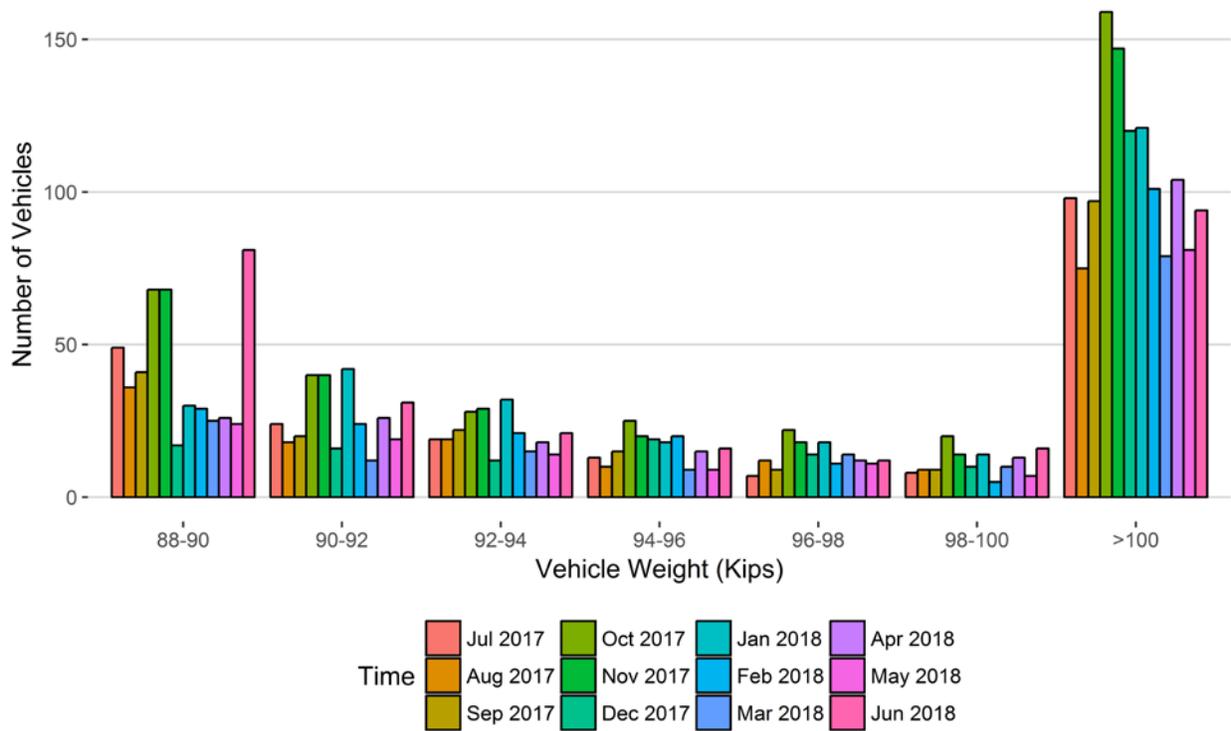
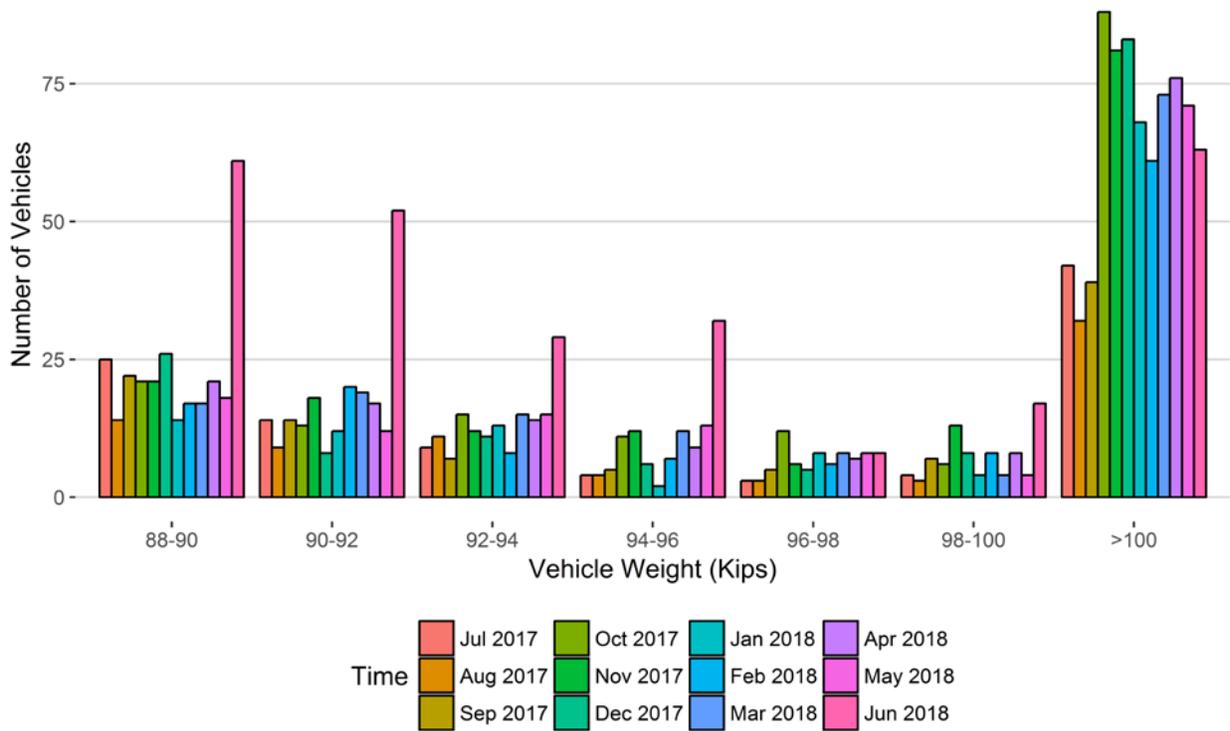


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018
88-90	49	36	41	68	68	17	30	29	25	26	24	81
90-92	24	18	20	40	40	16	42	24	12	26	19	31
92-94	19	19	22	28	29	12	32	21	15	18	14	21
94-96	13	10	15	25	20	19	18	20	9	15	9	16
96-98	7	12	9	22	18	14	18	11	14	12	11	12
98-100	8	9	9	20	14	10	14	5	10	13	7	16
>100	98	75	97	159	147	120	121	101	79	104	81	94
Total	218	179	213	362	336	208	275	211	164	214	165	271

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



Vehicle Weights (Kips)	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018
88-90	25	14	22	21	21	26	14	17	17	21	18	61
90-92	14	9	14	13	18	8	12	20	19	17	12	52
92-94	9	11	7	15	12	11	13	8	15	14	15	29
94-96	4	4	5	11	12	6	2	7	12	9	13	32
96-98	3	3	5	12	6	5	8	6	8	7	8	8
98-100	4	3	7	6	13	8	4	8	4	8	4	17
>100	42	32	39	88	81	83	68	61	73	76	71	63
Total	101	76	99	166	163	147	121	127	148	152	141	262

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

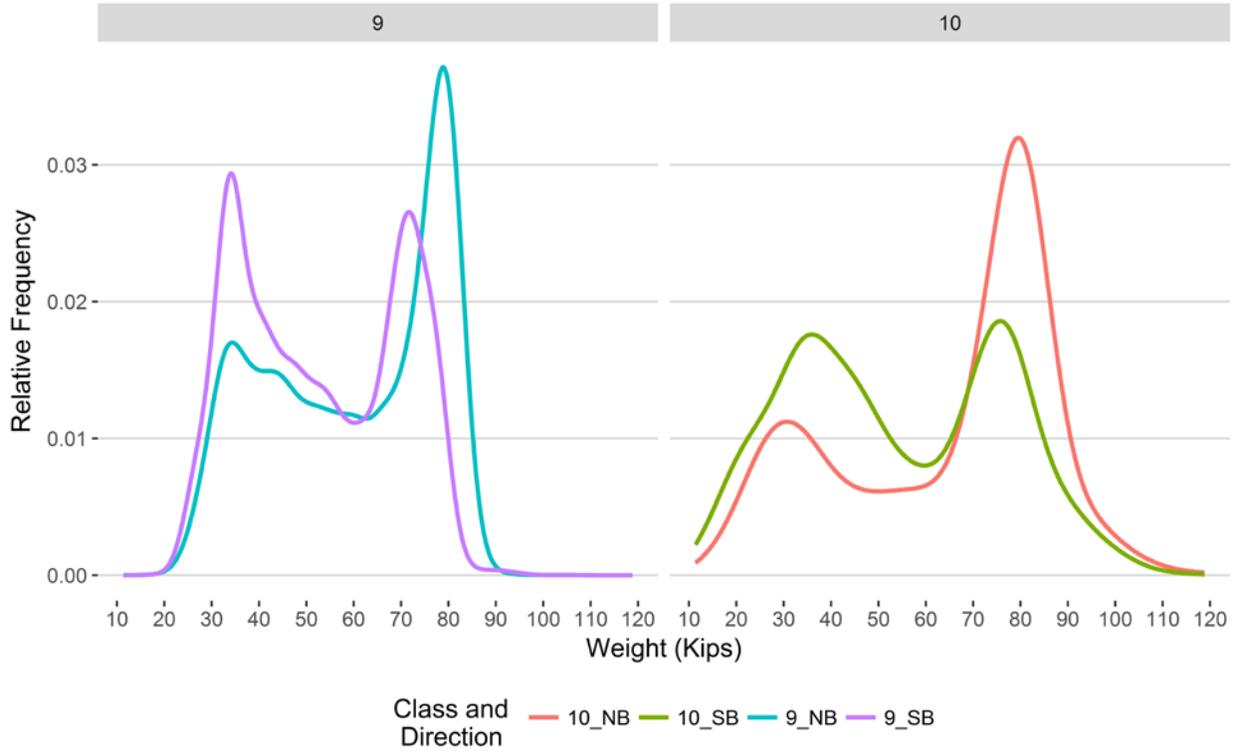


Figure 9 - Freight Percentage by Direction and Class

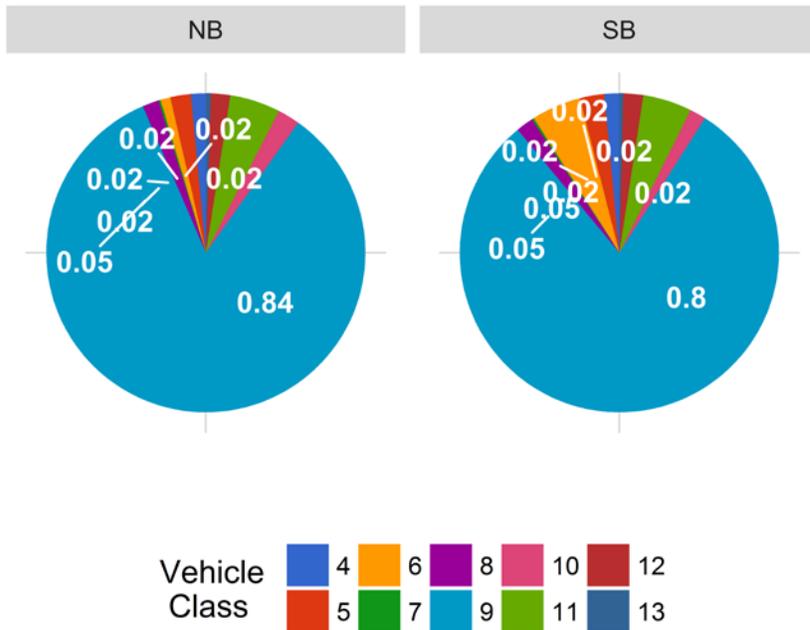


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

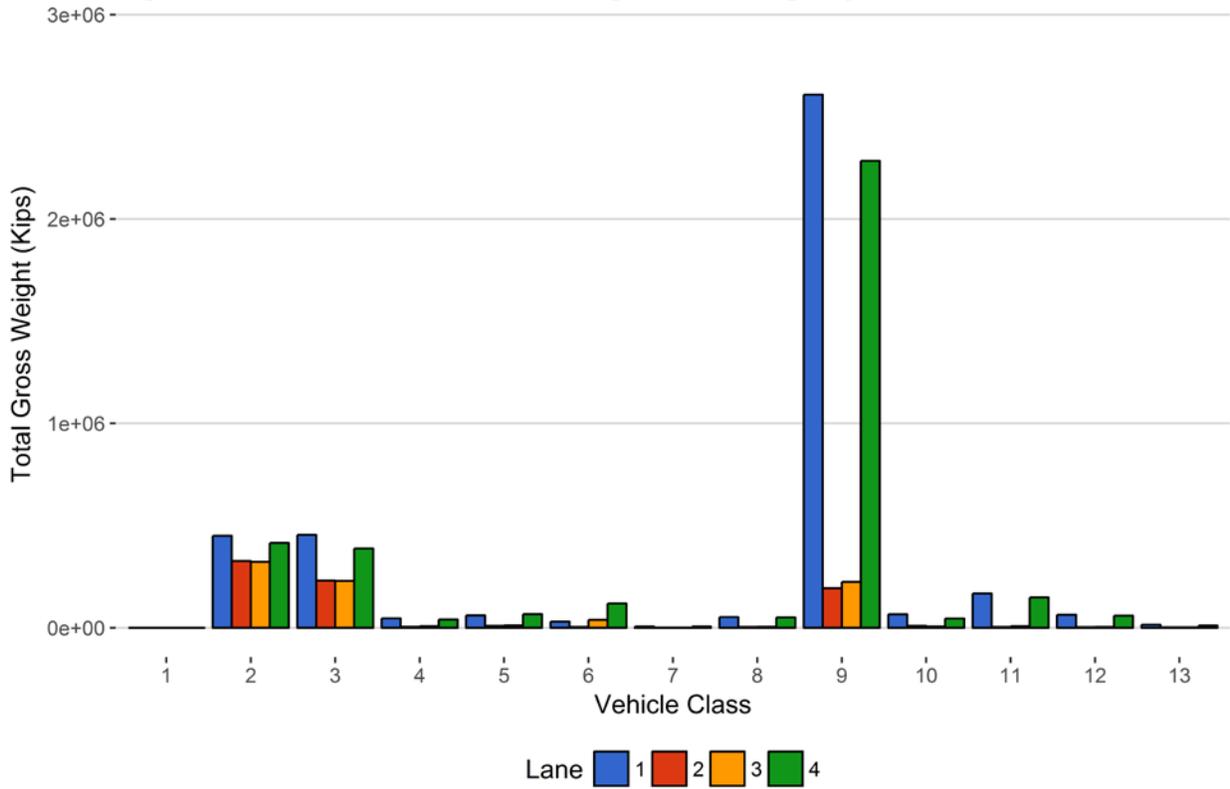


Figure 11 - Total Gross Vehicle Weight I

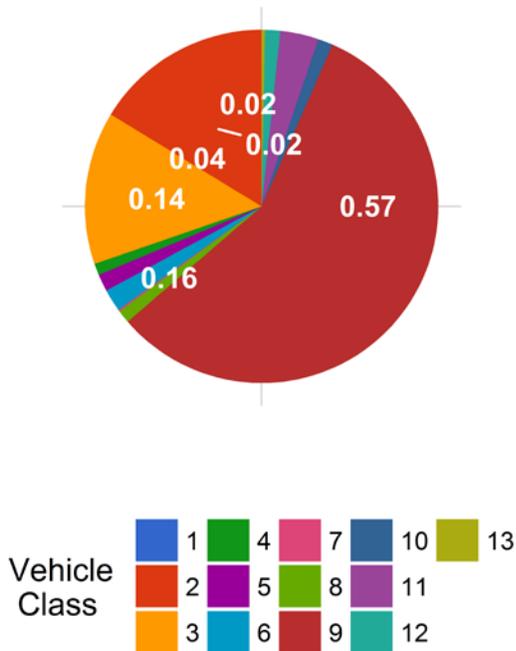


Figure 12 - Total ESALs by Class and Lane

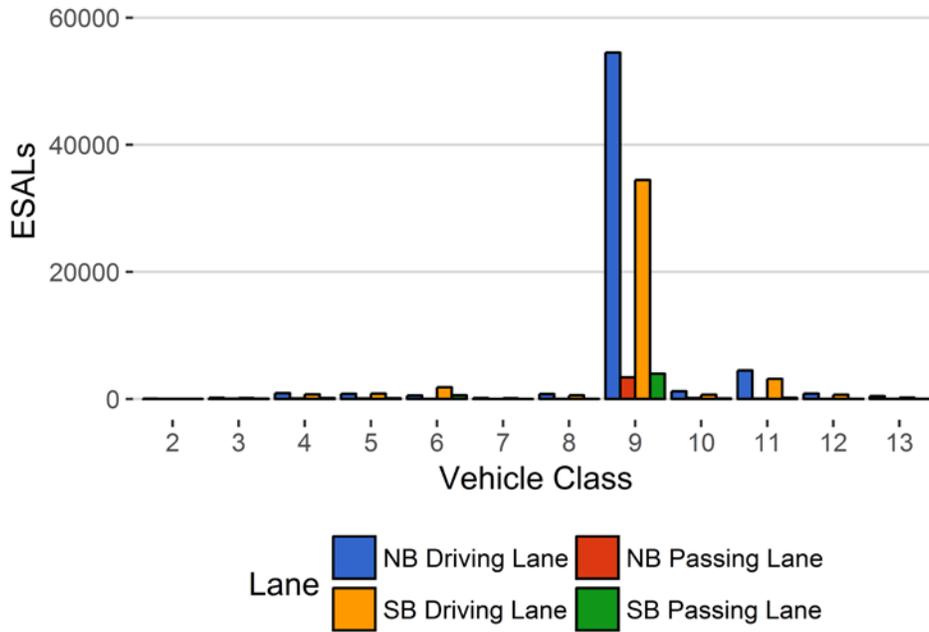


Figure 13 - ESALs by Class

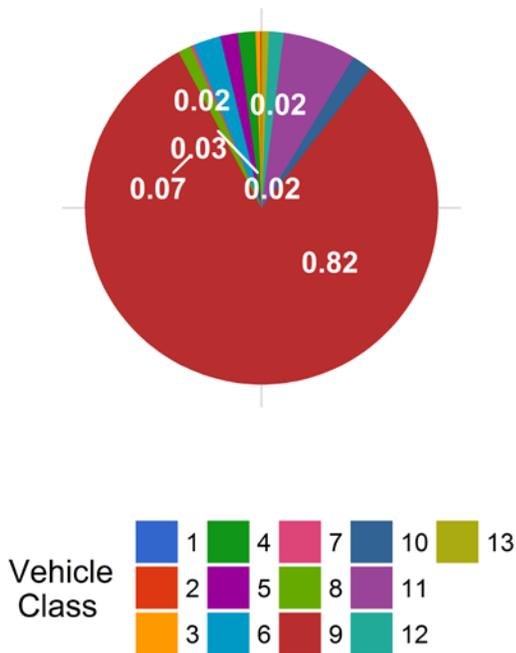


Table 1 Class 9 Front Axle Weight by Lane

<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>
July 2015	12.27	0.00	12.23	0.00	12.81	0.00	NA	NA
August 2015	12.21	-0.49	12.26	0.20	12.75	-0.41	NA	NA
September 2015	12.00	-2.26	12.10	-1.07	12.66	-1.17	NA	NA
October 2015	11.92	-2.91	11.88	-2.86	12.54	-2.10	NA	NA
November 2015	11.86	-3.36	11.90	-2.68	12.51	-2.32	NA	NA
December 2015	11.56	-5.78	11.64	-4.84	12.20	-4.75	NA	NA
January 2016	11.19	-8.86	11.24	-8.09	11.80	-7.88	NA	NA
July 2016	12.11	-1.31	12.08	-1.26	12.47	-2.59	NA	NA
August 2016	12.08	-1.57	11.93	-2.46	12.45	-2.81	NA	NA
September 2016	11.94	-2.72	11.73	-4.09	12.40	-3.17	NA	NA
October 2016	11.84	-3.52	11.65	-4.77	12.35	-3.56	NA	NA
November 2016	11.75	-4.26	11.55	-5.60	12.38	-3.33	NA	NA
December 2016	11.25	-8.31	11.05	-9.70	11.65	-9.02	10.76	0.00
January 2017	11.21	-8.63	11.22	-8.23	11.48	-10.37	10.61	-1.32
February 2017	11.29	-8.03	11.03	-9.81	11.87	-7.30	10.94	1.71
March 2017	10.73	-12.57	11.33	-7.36	12.19	-4.83	11.31	5.10
April 2017	10.71	-12.77	11.39	-6.86	12.19	-4.81	11.36	5.62
May 2017	8.20	-33.19	11.48	-6.14	12.21	-4.62	11.37	5.73
July 2017	12.17	-0.87	11.70	-4.35	12.29	-4.01	10.04	-6.71
August 2017	12.05	-1.80	11.58	-5.32	12.29	-4.07	9.66	-10.16
September 2017	12.02	-2.06	11.46	-6.32	12.22	-4.57	9.85	-8.44
October 2017	11.97	-2.50	11.37	-7.06	12.06	-5.83	10.05	-6.54
November 2017	11.96	-2.57	11.21	-8.32	12.00	-6.30	10.61	-1.35
December	11.53	-6.06	10.84	-11.40	11.37	-11.18	10.73	-0.24

2017								
January 2018	11.62	-5.36	10.88	-11.06	10.56	-17.53	10.29	-4.32
February 2018	11.69	-4.72	11.10	-9.22	11.35	-11.37	10.59	-1.55
March 2018	11.67	-4.90	11.18	-8.61	11.45	-10.59	10.91	1.44
April 2018	11.80	-3.83	11.12	-9.07	11.71	-8.59	11.06	2.86
May 2018	11.94	-2.68	11.30	-7.65	11.86	-7.35	10.82	0.54
June 2018	11.86	-3.35	11.35	-7.19	11.73	-8.42	11.07	2.93

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	4	123	0	0	0
2	13349	400483	53.6	0	0
3	7092	212758	28.5	0	0
4	123	3697	0.5	194	1.4
5	333	10000	1.3	137	1
6	228	6837	0.9	383	2.8
7	10	299	0	54	0.4
8	124	3731	0.5	121	0.9
9	3300	98994	13.2	11821	86.2
10	74	2227	0.3	502	3.7
11	194	5827	0.8	268	2
12	75	2245	0.3	38	0.3
13	11	321	0	190	1.4
TOTAL	24918	747544	100	13708	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>
2018-06-04	Monday	09:07:01	9	SB	4	135.75
2018-06-14	Thursday	09:37:09	9	NB	1	132.59
2018-06-08	Friday	03:49:08	9	SB	4	132.09
2018-06-02	Saturday	10:08:02	10	NB	1	119.43
2018-06-04	Monday	12:33:05	10	SB	3	118.93
2018-06-14	Thursday	13:51:33	10	NB	1	118.87
2018-06-09	Saturday	13:56:16	10	NB	1	116.06
2018-06-26	Tuesday	14:38:24	10	SB	4	114.15
2018-06-14	Thursday	17:54:11	10	NB	1	111.32
2018-06-01	Friday	15:16:08	10	NB	1	109.82

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	1829	189	10.3	47944	2509	11672
5	NB	8	4475	364	8.1	66731	2576	16921
6	NB	19	1217	295	24.2	28618	5094	5550
7	NB	11.5	146	0	0	7051	0	2686
8	NB	31	1741	799	45.9	37691	18370	4245
9	NB	33	46642	3999	8.6	2683370	118604	638075
10	NB	33.5	1163	183	15.7	70478	4855	18824
11	NB	36.5	2768	89	3.2	168639	2540	35428
12	NB	36.5	1084	24	2.2	65254	741	13282
13	NB	31.5	170	0	0	16446	0	5545
TOTAL	****	****	61235	5942	****	3192222	****	752229
<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	1681	220	13.1	44782	2862	11433
5	SB	8	5020	481	9.6	73844	3394	18766
6	SB	19	5275	499	9.5	148813	8671	29035
7	SB	11.5	138	0	0	6865	0	2639
8	SB	31	1802	905	50.2	34778	20616	3486
9	SB	33	47355	6247	13.2	2323972	184846	483704
10	SB	33.5	952	200	21	46591	5069	10700
11	SB	36.5	2765	246	8.9	148190	7613	28123
12	SB	36.5	1048	15	1.4	62734	424	12515
13	SB	31.5	135	1	0.7	12429	25	4104
TOTAL	****	****	66171	8814	****	2903000	****	604505
GRAND TOTAL	****	****	127406	14756	246	6095222	388811	1356734

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	65	28	10	51	154	0
2	450182	326420	322488	414919	1514009	16.3
3	454538	230710	228926	387587	1301761	14
4	46096	4357	7637	40007	98097	1.1
5	60612	8694	10935	66303	146545	1.6
6	30444	3269	38675	118809	191196	2.1
7	6270	782	606	6260	13917	0.1
8	52393	3669	4343	51051	111456	1.2
9	2608661	193313	224541	2284277	5310792	57.1
10	66148	9185	5941	45719	126993	1.4
11	167359	3820	7235	148568	326982	3.5
12	63308	2688	3787	59371	129154	1.4
13	14681	1765	2130	10324	28901	0.3
TOTAL	4020756	788699	857255	3633246	9299957	100
GVW/LANE	43.23	8.48	9.22	39.07	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	0.0085
2	57	39	39	44	178	0.15	9e-04
3	189	74	74	147	484	0.41	0.0048
4	912	83	168	732	1895	1.61	1.08
5	835	95	125	840	1894	1.61	0.4
6	535	50	565	1837	2987	2.53	0.92
7	157	14	12	124	306	0.26	2.13
8	791	40	49	579	1458	1.24	0.82
9	54507	3408	3987	34469	96370	81.66	2.05
10	1224	145	94	668	2131	1.81	2.01
11	4502	75	174	3166	7917	6.71	2.86
12	864	24	45	682	1616	1.37	1.51
13	452	35	53	233	773	0.66	4.91
TOTAL	65024	4080	5383	43521	118009	100	19
ESALS/LANE	55.1	3.5	4.6	36.9	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 2017	754845	24350	4127	626895	83	127950.4	17	91.8	8.2
Aug 2017	757566	24438	4575	615745	81.3	141821.5	18.7	92	8
Sep 2017	664495	22150	4449	531039	79.9	133456.3	20.1	92.4	7.6
Oct 2017	667623	21536	4620	524413	78.5	143210	21.5	92.4	7.6
Nov 2017	630878	21029	4385	499321	79.1	131556.6	20.9	92.9	7.1
Dec 2017	598759	19315	3752	482443	80.6	116315.6	19.4	91.9	8.1
Jan 2018	498163	16070	3966	375222	75.3	122941	24.7	88.4	11.6
Feb 2018	464482	16589	4150	348276	75	116206.3	25	92	8
Mar 2018	610968	19709	4160	482021	78.9	128946.7	21.1	93.1	6.9
Apr 2018	580205	19340	4325	450468	77.6	129736.9	22.4	91.8	8.2
May 2018	719401	23206	4783	571124	79.4	148276.5	20.6	91.1	8.9
Jun 2018	747544	24918	4473	613365	82.1	134179	17.9	90.9	9.1
TOTAL	7694929	--	--	6120332	--	1574597	--	--	--
AVERAGE	641244	21054	4314	510028	79	131216	21	92	8

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 2017	66720	3241	6008	25285	101254	91	9	1.2
Aug 2017	69080	3469	6450	25712	104710	91	9	1.1
Sep 2017	61593	3080	5710	28145	98528	91	9	1.3
Oct 2017	66601	3451	5521	34297	109870	92	8	2.1
Nov 2017	60237	2750	4767	39203	106958	93	7	2.4
Dec 2017	151523	2537	4138	37192	195390	97	3	1.5
Jan 2018	46740	3145	5747	31738	87370	90	10	2.6
Feb 2018	45003	2704	4412	36670	88789	92	8	1.3
Mar 2018	51869	2660	4158	45512	104199	93	7	0.8
Apr 2018	53425	3150	5206	45592	107375	92	8	1.2
May 2018	65022	3953	6376	43927	119277	91	9	0.8
Jun 2018	65146	4085	5477	43627	118334	92	8	1.6
TOTAL	802960	38224	63969	436900	1342053	--	--	--
AVERAGE	66913	3185	5331	36408	111838	92	8	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 2017	3275872	466854	698236	2966421	7407383
Aug 2017	3170037	420956	496963	3061183	7149139
Sep 2017	3711268	525438	606268	3615881	8458855
Oct 2017	3624977	545528	630879	3546495	8347880
Nov 2017	4186867	740631	818945	3906425	9652869
Dec 2017	4025326	788976	859885	3638548	9312736
Jan 2018	4253488	719594	871398	3030735	8875215
Feb 2018	4432717	728852	896071	3276409	9334050
Mar 2018	3995653	604537	753105	3271699	8624994
Apr 2018	4193508	627103	742411	3610520	9173542
May 2018	3855881	557231	673377	3560603	8647091
Jun 2018	3245594	531065	608746	3263953	7649358
TOTAL	45971190	7256764	8656285	40748872	102633111
AVERAGE	3830932	604730	721357	3395739	8552759

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 2017	11190	1.6	9.2	324	154
Aug 2017	9790	1.4	7.2	259	120
Sep 2017	8219	1.3	6.4	314	154
Oct 2017	8706	1.4	6.3	535	276
Nov 2017	8945	1.5	7	502	256
Dec 2017	3916	0.7	3.4	479	326
Jan 2018	4115	0.9	3.5	400	207
Feb 2018	4373	1	3.9	340	176
Mar 2018	5137	0.9	4.1	314	166
Apr 2018	6713	1.2	5.4	367	201
May 2018	8892	1.3	6.2	310	163
Jun 2018	13748	1.9	10.7	534	191
TOTAL	93744	--	--	4678	2390
AVERAGE	7812	1.3	6.1	389.8	199.2

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 2017	760488	443394	1203881	63.2	36.8
Aug 2017	804558	481610	1286168	62.6	37.4
Sep 2017	725921	495253	1221175	59.4	40.6
Oct 2017	790336	566563	1356900	58.2	41.8
Nov 2017	707648	586202	1293850	54.7	45.3
Dec 2017	542161	526583	1068744	50.7	49.3
Jan 2018	600277	513278	1113555	53.9	46.1
Feb 2018	574758	537046	1111805	51.7	48.3
Mar 2018	650592	625947	1276539	51	49
Apr 2018	658557	636211	1294768	50.9	49.1
May 2018	777383	660394	1437777	54.1	45.9
Jun 2018	752229	604505	1356734	55.4	44.6
TOTAL	8344909	6676986	15021895	--	--
AVERAGE	695409.1	556415.5	1251824.6	55.5	44.5