

OCTOBER 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 October 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. 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: 1143679 | Passenger Vehicles: 1083787 | Heavy Commercial Vehicles: 59892

Monthly Average Daily Traffic (MADT): 36893 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1932

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 Tuesdays, with lowest volumes reported on Sundays. SB vehicles typically reached highest volume levels on Tuesdays, 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 06 AM 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 06 AM 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 59892 HCVs, 3899 of them were overweight ³. These overweight HCVs contributed to 0.3% of total monthly volume, and 6.4% 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 Tuesdays, with lowest volumes reported on Sundays. 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 63% 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 report ⁴.

Using normal load limits ,67 NB vehicles exceeded 88,000 pounds (41 vehicles were Class 13's; 15 vehicles were Class 10's). Of vehicles traveling SB,

128 NB vehicles exceeded 88,000 pounds (72 vehicles were Class 13's; 30 vehicles were Class 9'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 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 400106 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (53.2%) than SB (46.8%). 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 1143679 vehicles with a combined GVW of 6902601 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 32186 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 50% of all ESALs were recorded NB while 50% was observed SB. In particular, 59% 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).

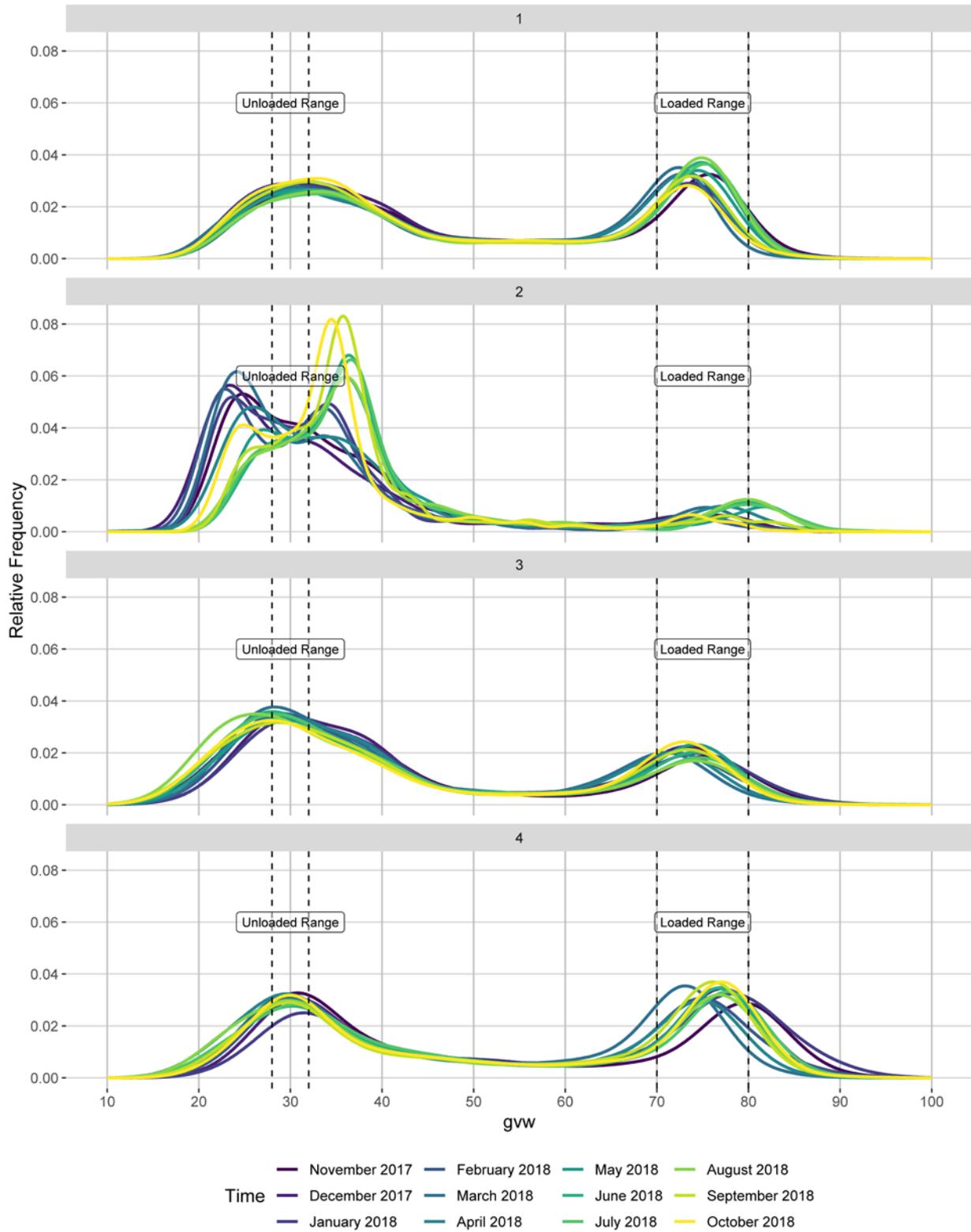
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

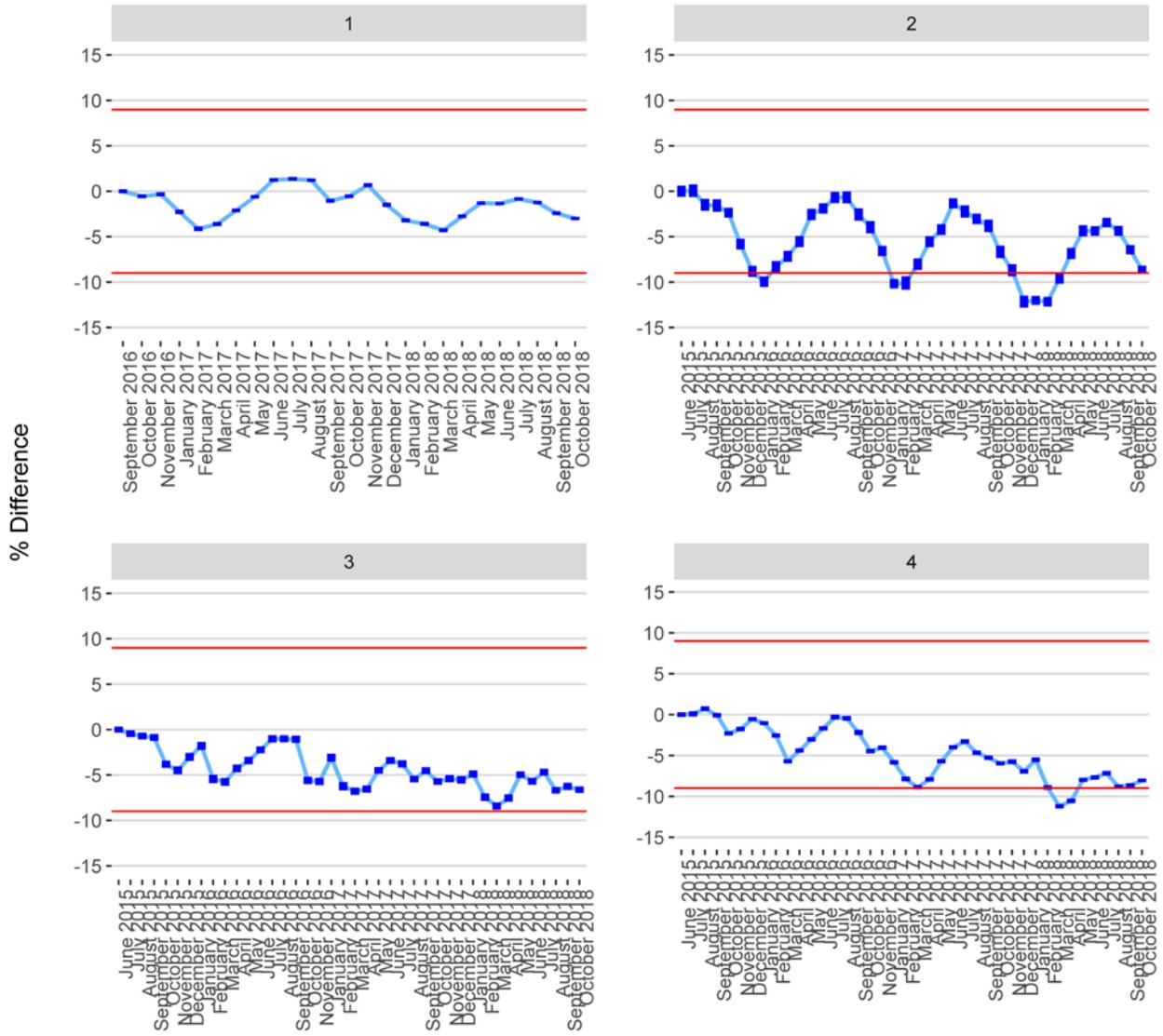
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

Figure 1 - Monthly Class 9 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

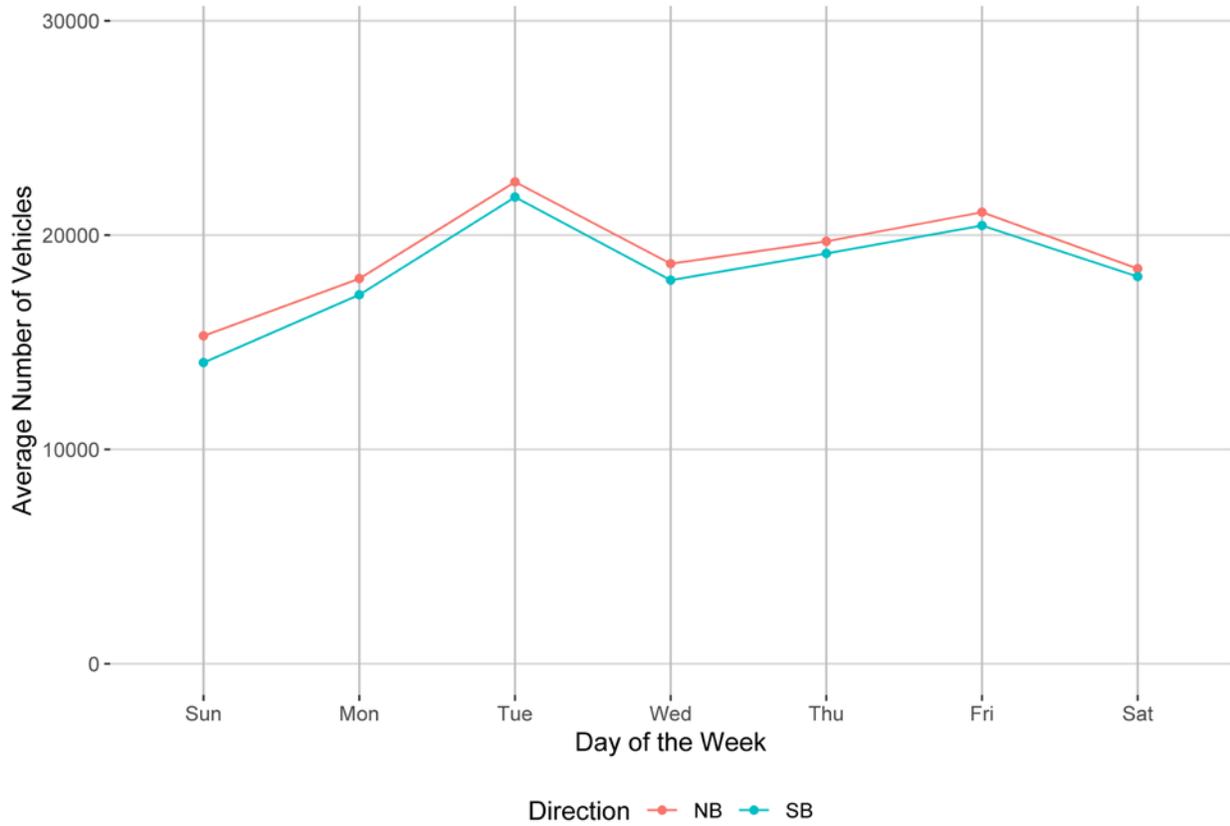


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

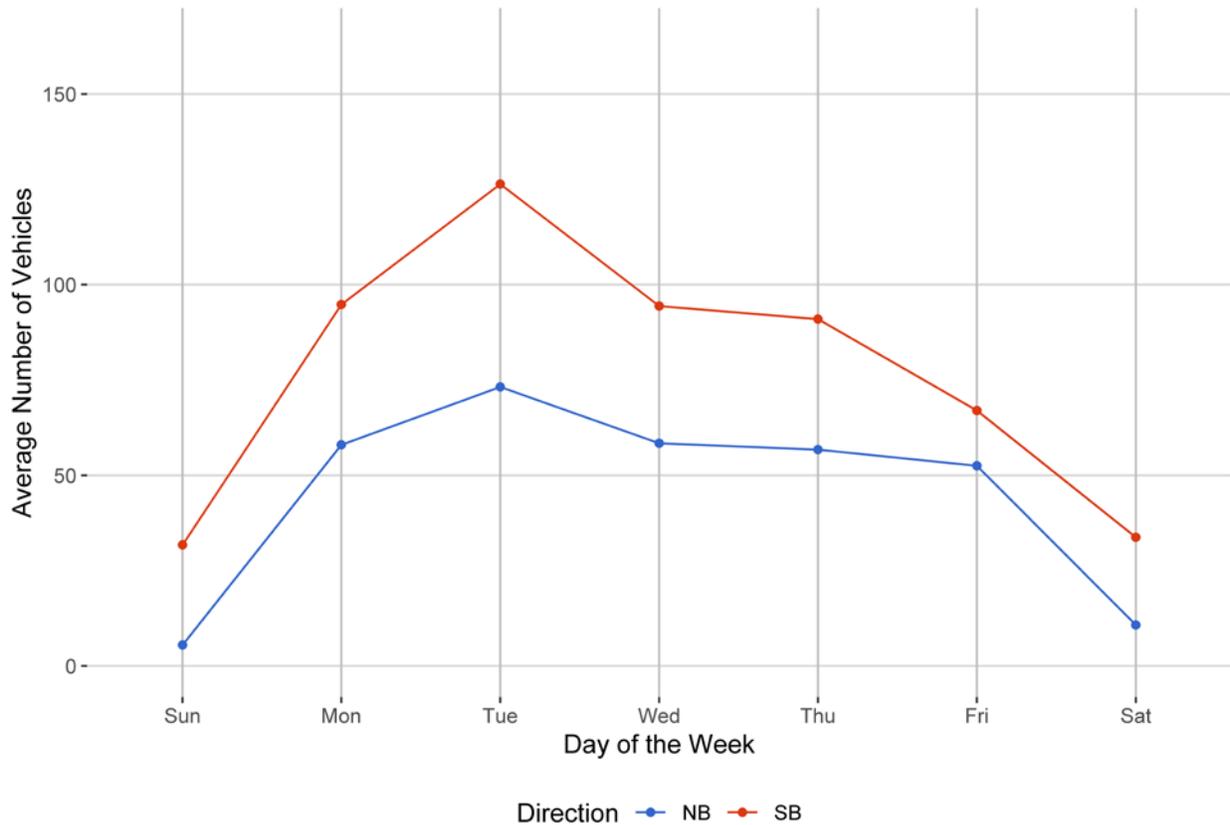


Figure 4 - Passenger Vehicles vs. Hour of the Day

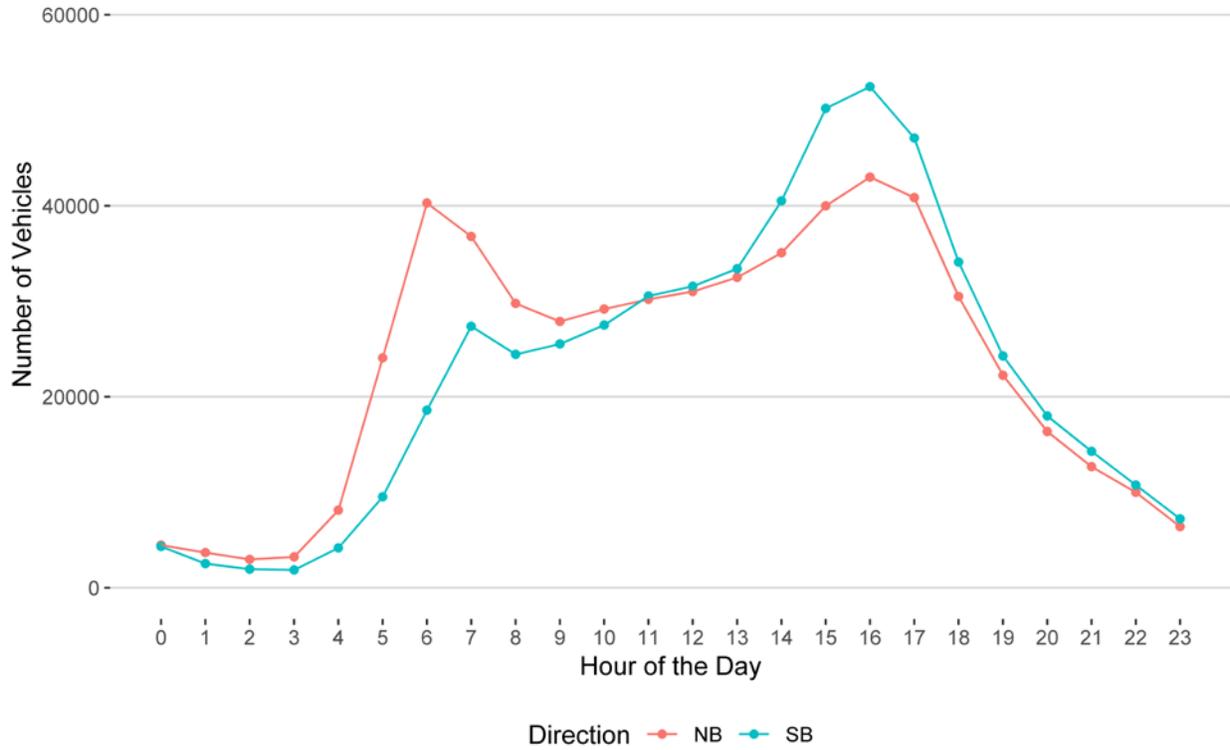


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

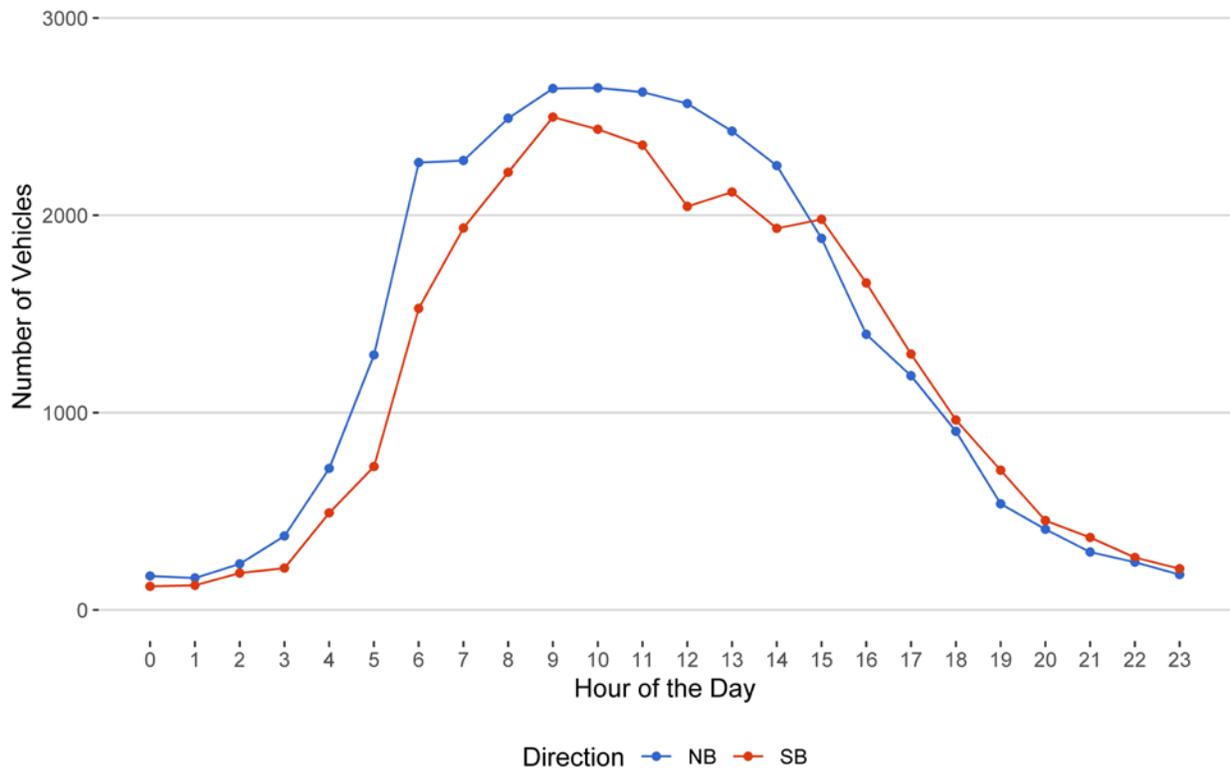


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

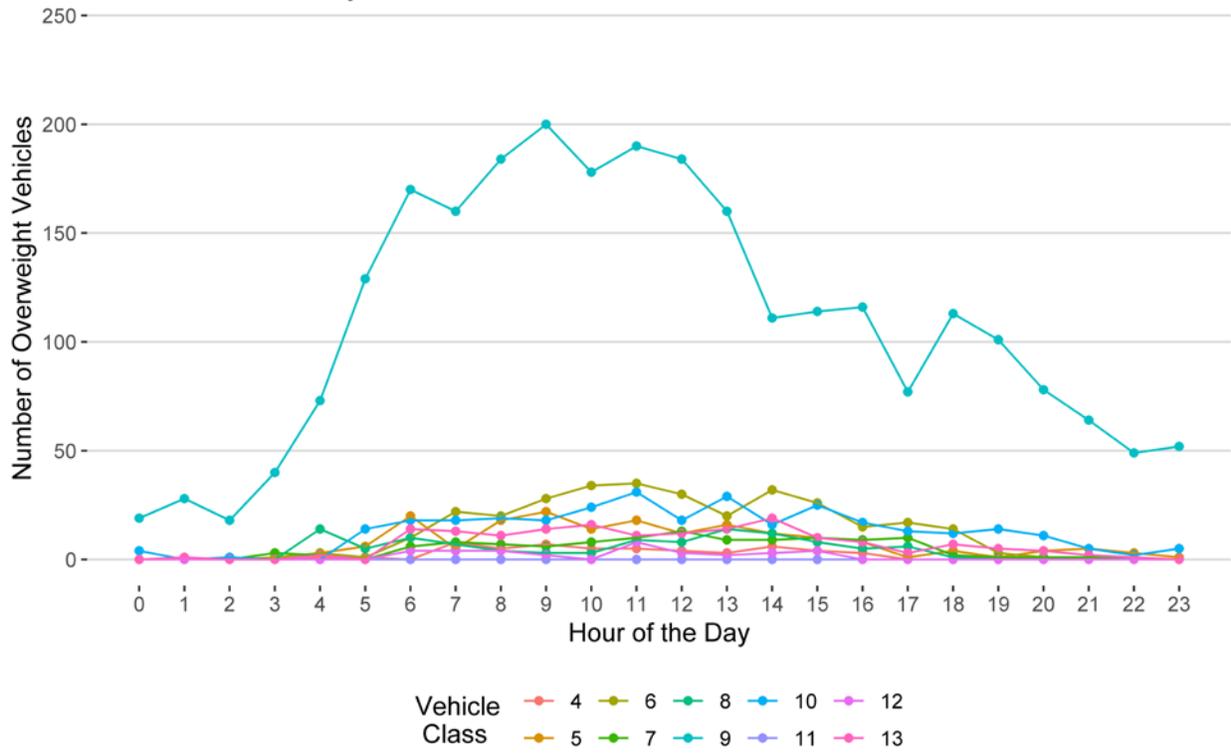


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

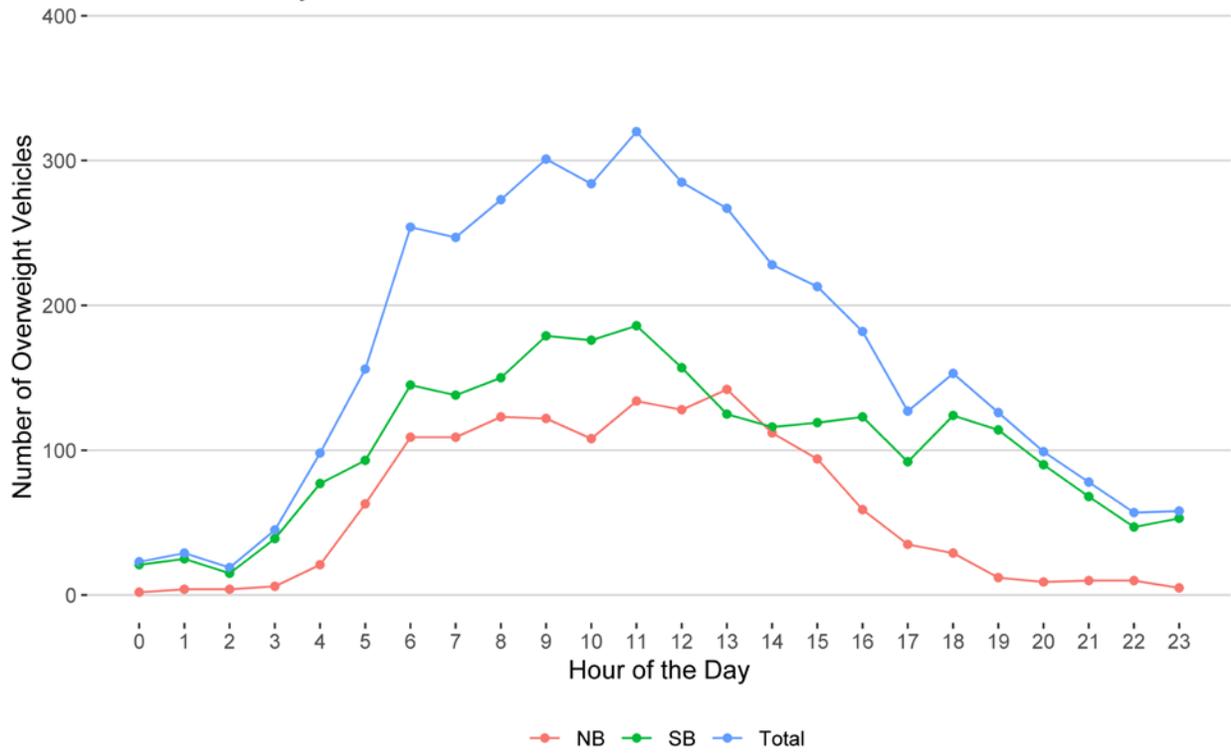
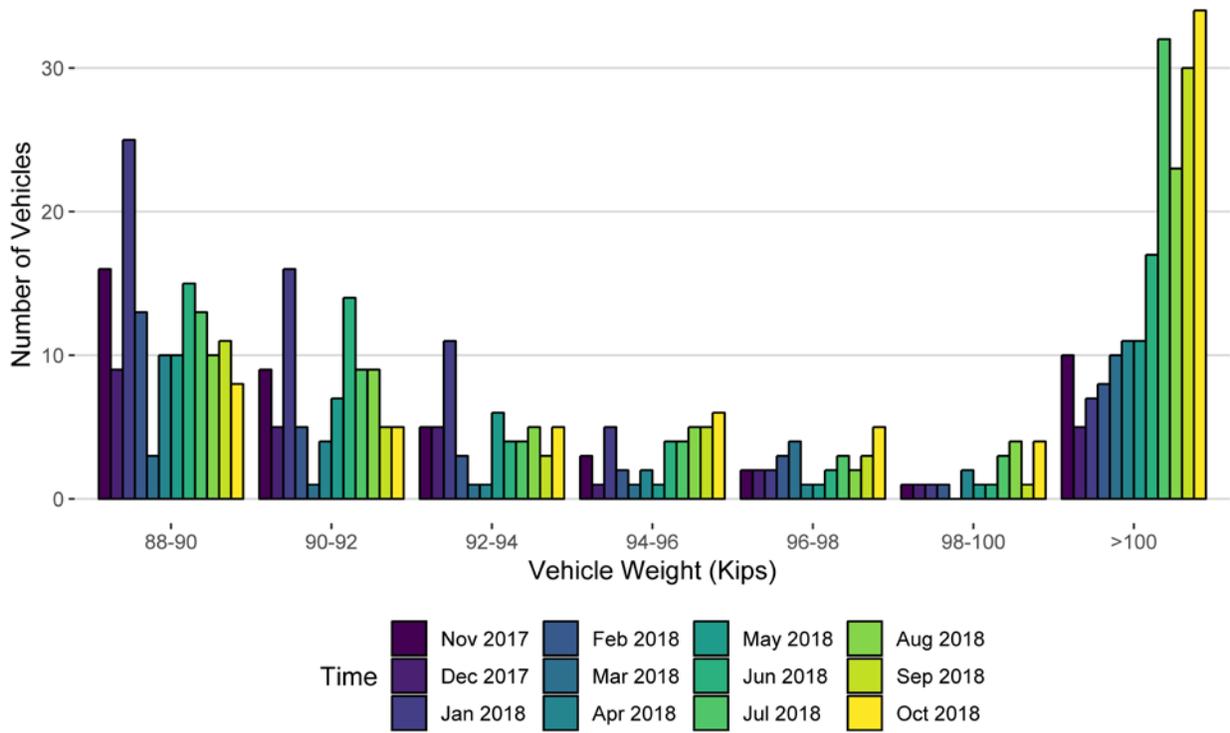
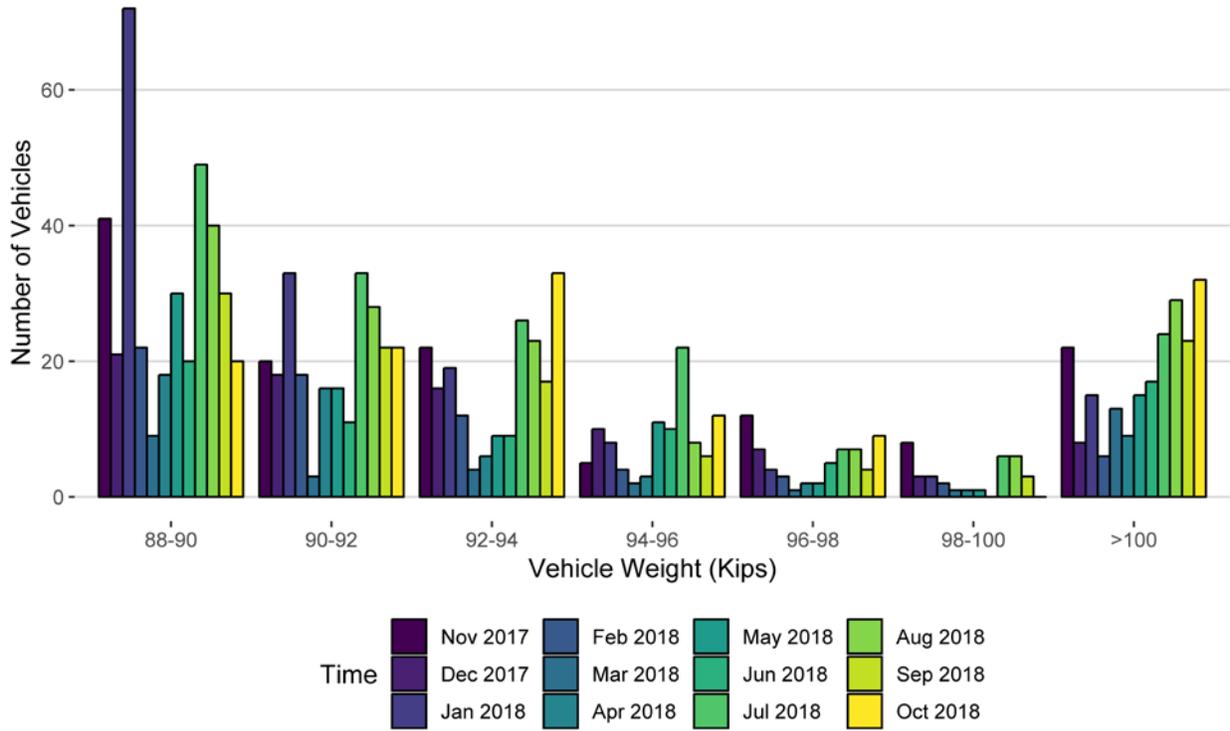


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018
88-90	16	9	25	13	3	10	10	15	13	10	11	8
90-92	9	5	16	5	1	4	7	14	9	9	5	5
92-94	5	5	11	3	1	1	6	4	4	5	3	5
94-96	3	1	5	2	1	2	1	4	4	5	5	6
96-98	2	2	2	3	4	1	1	2	3	2	3	5
98-100	1	1	1	1	0	2	1	1	3	4	1	4
>100	10	5	7	8	10	11	11	17	32	23	30	34
Total	46	28	67	35	20	31	37	57	68	58	58	67

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



Vehicle Weights (Kips)	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018
88-90	41	21	72	22	9	18	30	20	49	40	30	20
90-92	20	18	33	18	3	16	16	11	33	28	22	22
92-94	22	16	19	12	4	6	9	9	26	23	17	33
94-96	5	10	8	4	2	3	11	10	22	8	6	12
96-98	12	7	4	3	1	2	2	5	7	7	4	9
98-100	8	3	3	2	1	1	1	0	6	6	3	0
>100	22	8	15	6	13	9	15	17	24	29	23	32
Total	130	83	154	67	33	55	84	72	167	141	105	128

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

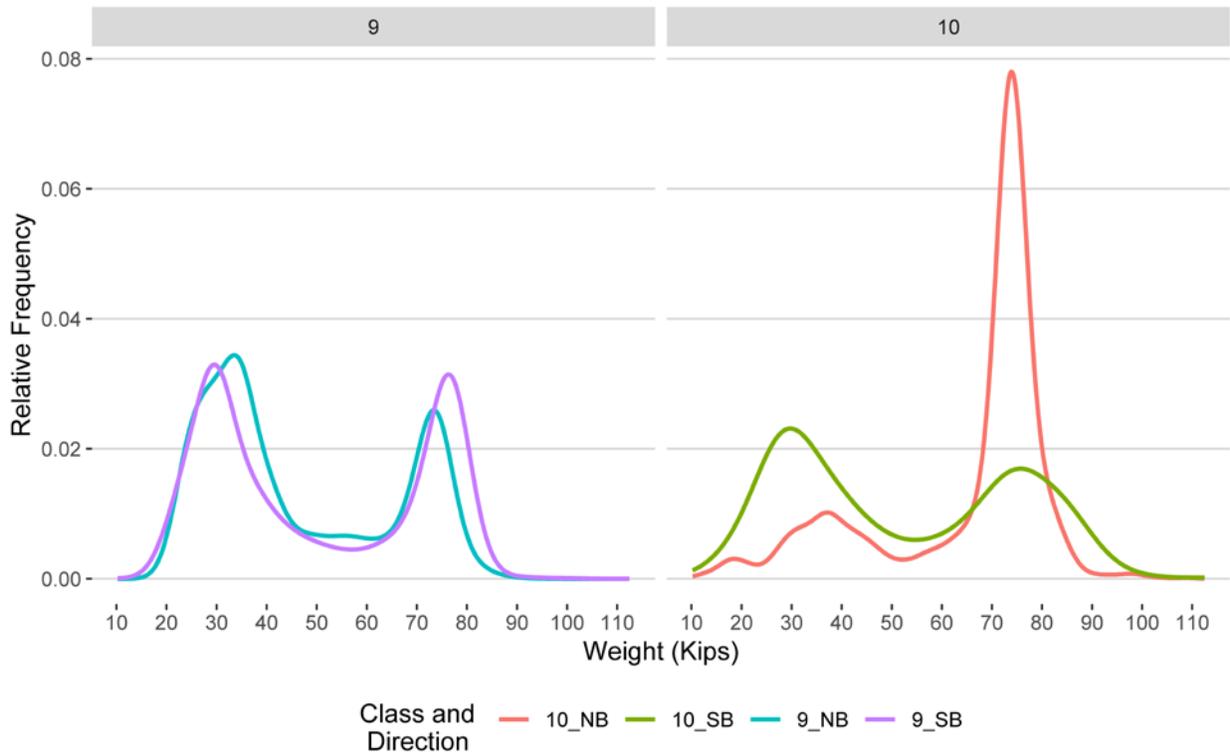


Figure 9 - Freight Percentage by Direction and Class

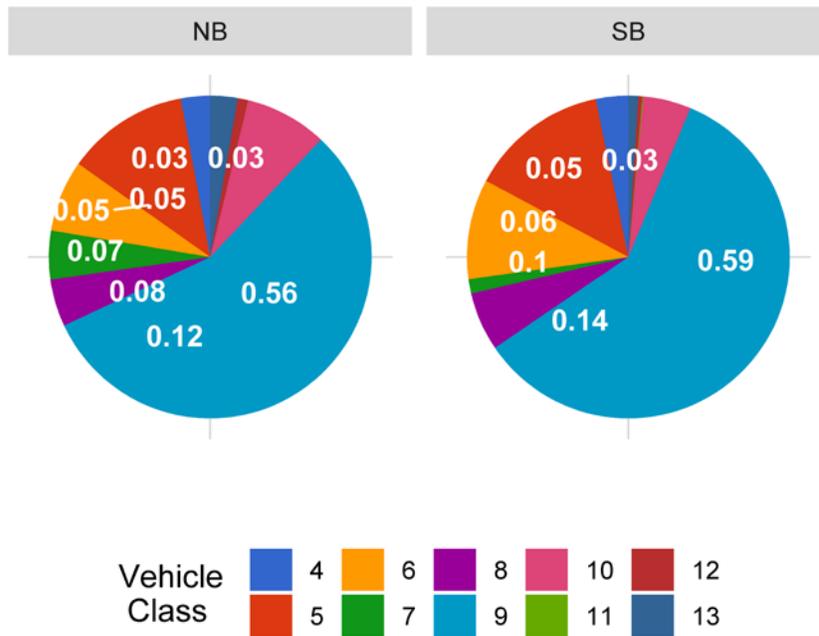


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

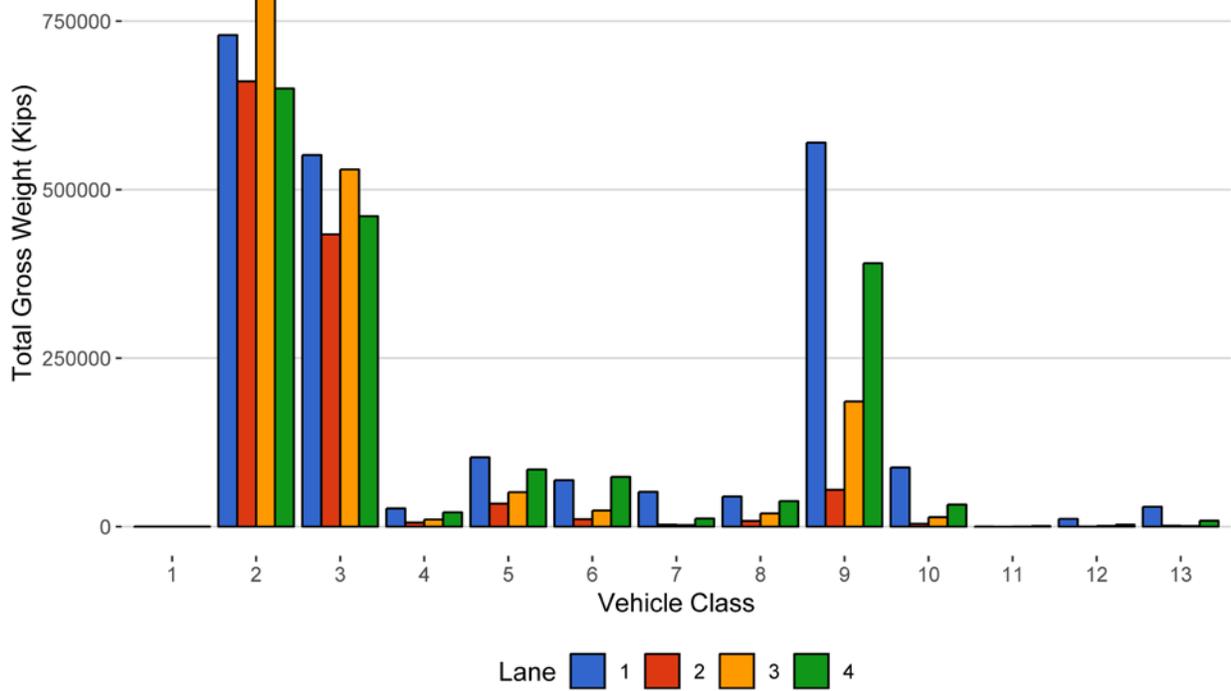


Figure 11 - Total Gross Vehicle Weight t

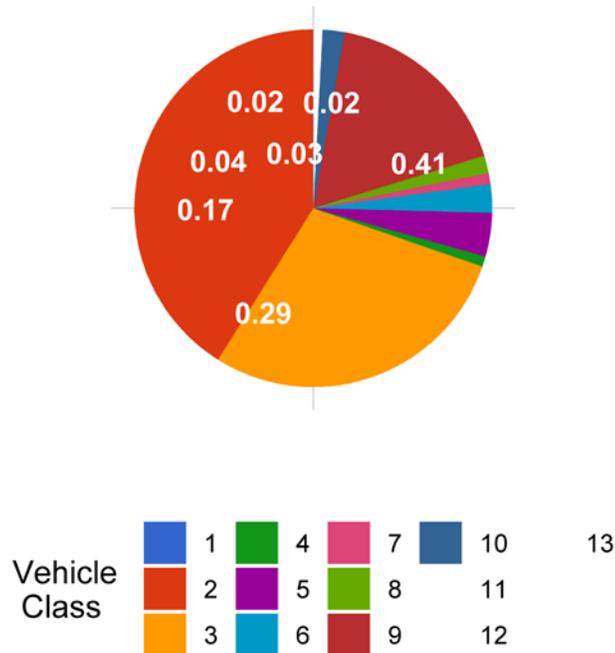


Figure 12 - Total ESALs by Class and Lane

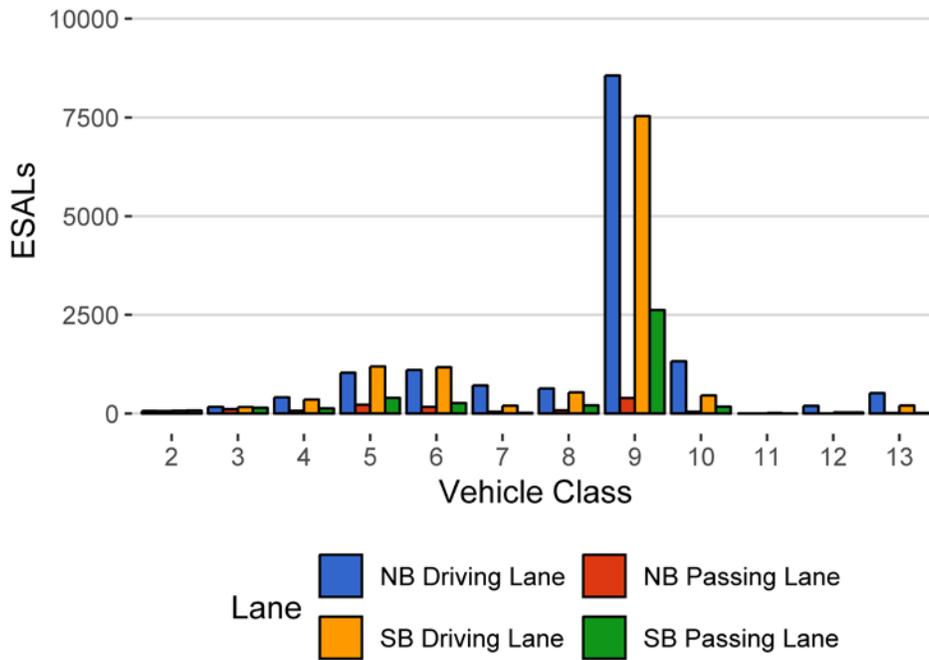


Figure 13 - ESALs by Class

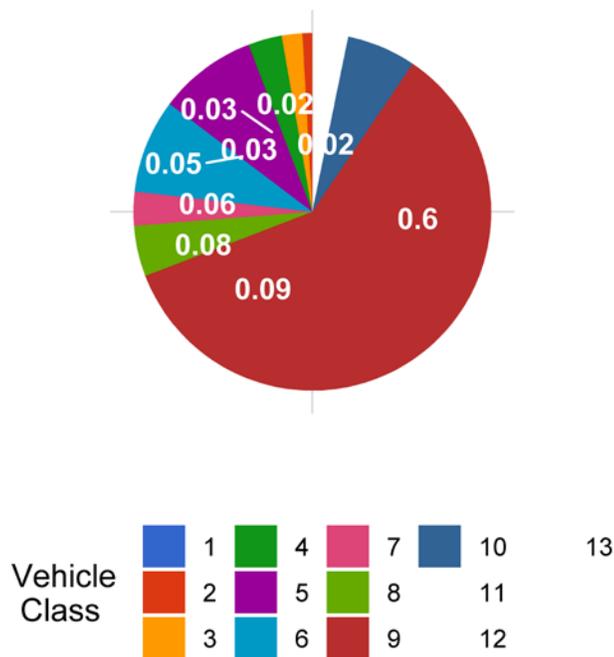


Table 1 Class 9 Front Axle Weight by Lane

<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	-2.99	10.04	-8.66	9.67	-6.62	10.65	-8.05

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	10	307	0	0	0
2	24061	745880	65.2	0	0
3	10890	337600	29.5	0	0
4	71	2201	0.2	53	1.4
5	630	19540	1.7	184	4.7
6	189	5856	0.5	314	8.1
7	36	1121	0.1	116	3
8	118	3658	0.3	109	2.8
9	790	24496	2.1	2608	66.9
10	73	2260	0.2	314	8.1
11	1	21	0	0	0
12	8	245	0	34	0.9
13	16	494	0	167	4.3
TOTAL	36893	1143679	100	3899	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>
2018-10-16	Tuesday	20:23:58	10	SB	4	112.46
2018-10-31	Wednesday	19:39:59	10	SB	4	112.05
2018-10-24	Wednesday	20:33:40	10	NB	1	108.86
2018-10-02	Tuesday	19:40:12	10	NB	1	105.3
2018-10-02	Tuesday	19:40:12	10	NB	1	105.3
2018-10-15	Monday	12:26:27	10	NB	1	103.22
2018-10-25	Thursday	11:57:54	9	SB	3	101.27
2018-10-06	Saturday	13:22:23	9	SB	4	101.14
2018-10-02	Tuesday	21:54:32	9	SB	4	100.91
2018-10-02	Tuesday	21:54:32	9	SB	4	100.91

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	1189	171	14.4	30649	2110	7689
5	NB	8	10161	1925	18.9	123032	13666	28572
6	NB	19	2638	352	13.3	74116	5789	15341
7	NB	11.5	900	0	0	54340	0	21995
8	NB	31	1847	1227	66.4	25282	27632	3031
9	NB	33	13451	4324	32.1	504839	119334	101824
10	NB	33.5	1405	116	8.3	88812	3009	22815
11	NB	36.5	3	3	100	0	70	0
12	NB	36.5	185	1	0.5	11542	19	2413
13	NB	31.5	403	2	0.5	30601	44	8985
TOTAL	****	****	32182	8121	****	943213	****	212665
<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	1053	119	11.3	30127	1491	8059
5	SB	8	9745	1513	15.5	124734	10875	29439
6	SB	19	3328	284	8.5	92893	4660	17529
7	SB	11.5	242	1	0.4	14088	9	5658
8	SB	31	1879	983	52.3	34924	22291	3574
9	SB	33	11504	4142	36	462446	114065	109750
10	SB	33.5	897	302	33.7	38457	8187	9262
11	SB	36.5	18	2	11.1	896	60	156
12	SB	36.5	65	2	3.1	3885	70	793
13	SB	31.5	100	0	0	9591	0	3221
TOTAL	****	****	28831	7348	****	812043	****	187441
GRAND TOTAL	****	****	61013	15469	426	1755256	333382	400106

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	84	81	119	70	355	0
2	729306	660483	791267	650012	2831068	41.1
3	551420	433637	529981	460519	1975557	28.6
4	26757	6001	10577	21041	64377	0.9
5	102753	33945	50983	84626	272307	3.9
6	68869	11037	23922	73631	177459	2.6
7	51437	2903	2118	11980	68437	1
8	44678	8236	19480	37735	110129	1.6
9	569682	54491	185734	390778	1200685	17.4
10	87731	4089	14070	32574	138465	2
11	70	0	134	822	1027	0
12	11333	228	1149	2806	15517	0.2
13	29312	1333	860	8732	40236	0.6
TOTAL	2273433	1216464	1630394	1775327	6895618	100
GVW/LANE	32.97	17.64	23.64	25.75	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	0.0032
2	69	64	79	73	285	0.89	8e-04
3	171	112	146	165	595	1.86	0.0035
4	415	74	135	355	978	3.05	0.87
5	1036	224	397	1193	2850	8.9	0.29
6	1105	170	267	1175	2718	8.49	0.91
7	715	44	21	201	982	3.07	1.72
8	637	85	208	539	1469	4.59	0.79
9	8559	394	2624	7531	19108	59.67	1.53
10	1326	47	175	463	2010	6.28	1.75
11	0	0	1	14	16	0.05	1.35
12	194	3	30	31	258	0.81	2.02
13	519	19	16	203	756	2.36	2.96
TOTAL	14745	1236	4099	11945	32026	100	14
ESALS/LANE	46	3.9	12.8	37.3	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>
Nov 2017	953086	31770	1573	905896	95	47190.4	5	74	26
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	1932	1083787	94.8	59891.9	5.2	73.6	26.4
TOTAL	12210722	-	-	11631193	-	579529	-	-	-
AVERAGE	1017560	33427	1586	969266	95	48294	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>
Nov 2017	13898	810	3662	9572	27942	84	16	0.8
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	14864	1239	4123	11960	32186	83	17	0.9
TOTAL	155144	13393	41917	99673	310126	-	-	-
AVERAGE	12929	1116	3493	8306	25844	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>
Nov 2017	1535621	819939	1217052	1168290	4740903
Dec 2017	1484466	720163	1090816	1068086	4363532
Jan 2018	1730276	868402	1235504	1263310	5097491
Feb 2018	1713918	884564	1241636	1225668	5065786
Mar 2018	2161183	1175039	1581054	1449968	6367245
Apr 2018	2164093	1193202	1560431	1483902	6401628
May 2018	2204255	1198396	1514059	1576436	6493146
Jun 2018	2205186	1193867	1552543	1615359	6566955
Jul 2018	1969077	1086805	1443718	1567916	6067516
Aug 2018	2278157	1216871	1631350	1776223	6902601
Sep 2018	1895059	933642	1366755	1465744	5661201
Oct 2018	1643079	793869	1249765	1255341	4942054
TOTAL	22984370	12084761	16684682	16916245	68670057
AVERAGE	1915364	1007063	1390390	1409687	5722505

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>
Nov 2017	4271	0.5	9.1	177	42
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	3922	0.3	6.4	195	70
TOTAL	37555	-	-	1795	468
AVERAGE	3129.6	0.3	6.4	149.6	39

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>
Nov 2017	183851	144619	328470	56	44
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	212665	187441	400106	53.2	46.8
TOTAL	2145547	1665887	3811434	-	-
AVERAGE	178795.6	138823.9	317619.5	56.1	43.9