

SEPTEMBER 2018



**WIM #46
CSAH 1,
MP 11.4
WEST
CONCORD, MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #46 is located on CSAH 1 near West Concord in Dodge county.

System Operation

WIM #46 was operational for the entire month of September 2018. Volume was computed using all monthly data.

System Calibration

WIM #46 was most recently calibrated on 2016-12-19. 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: 12670 | Passenger Vehicles: 10446 | Heavy Commercial Vehicles: 2224

Monthly Average Daily Traffic (MADT): 422 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 74

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 14's.

Overweight HCVs

Volume trends. Of a total of 2224 HCVs, 542 of them were overweight³. These overweight HCVs contributed to 5% of total monthly volume, and 28.5% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Fridays, with lowest volumes reported on Saturdays. SB overweight vehicles tended to reach highest volumes on Wednesdays, with lowest volumes reported on Saturdays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 13 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 81.8% of all overweight vehicles traveling SB this month (see Figure 7 & 8). Figure 9 shows the number of vehicles exceeding 88,000 pounds that crossed the WIM over the last 12 months. The highest number of 88,000+ vehicles within the last 12 months occurred in November.

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 ,2 NB vehicles exceeded 88,000 pounds (2 vehicles were Class 13's; NA vehicles were Class NA's). Of vehicles traveling SB,

10 NB vehicles exceeded 88,000 pounds (6 vehicles were Class 10's; 2 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from September 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in September 2018. Data suggests that there were greater numbers of empty Class 9's than fully_loaded 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 20140 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (74.3%) than NB (25.7%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 91587 (a precast pipe arch) is approximately 4.2 miles south of WIM #46. Bridge No. 91588 (a precast pipe arch) is approximately 7.8 miles south of WIM #46. WIM #46 recorded a total of 12670 vehicles with a combined GVW of 138718 kips (1 kip = 1,000 pounds = 0.5 tons) in September 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 1979 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 76% of all ESALs were recorded SB while 24% was observed NB. In particular, 90% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 56% 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).

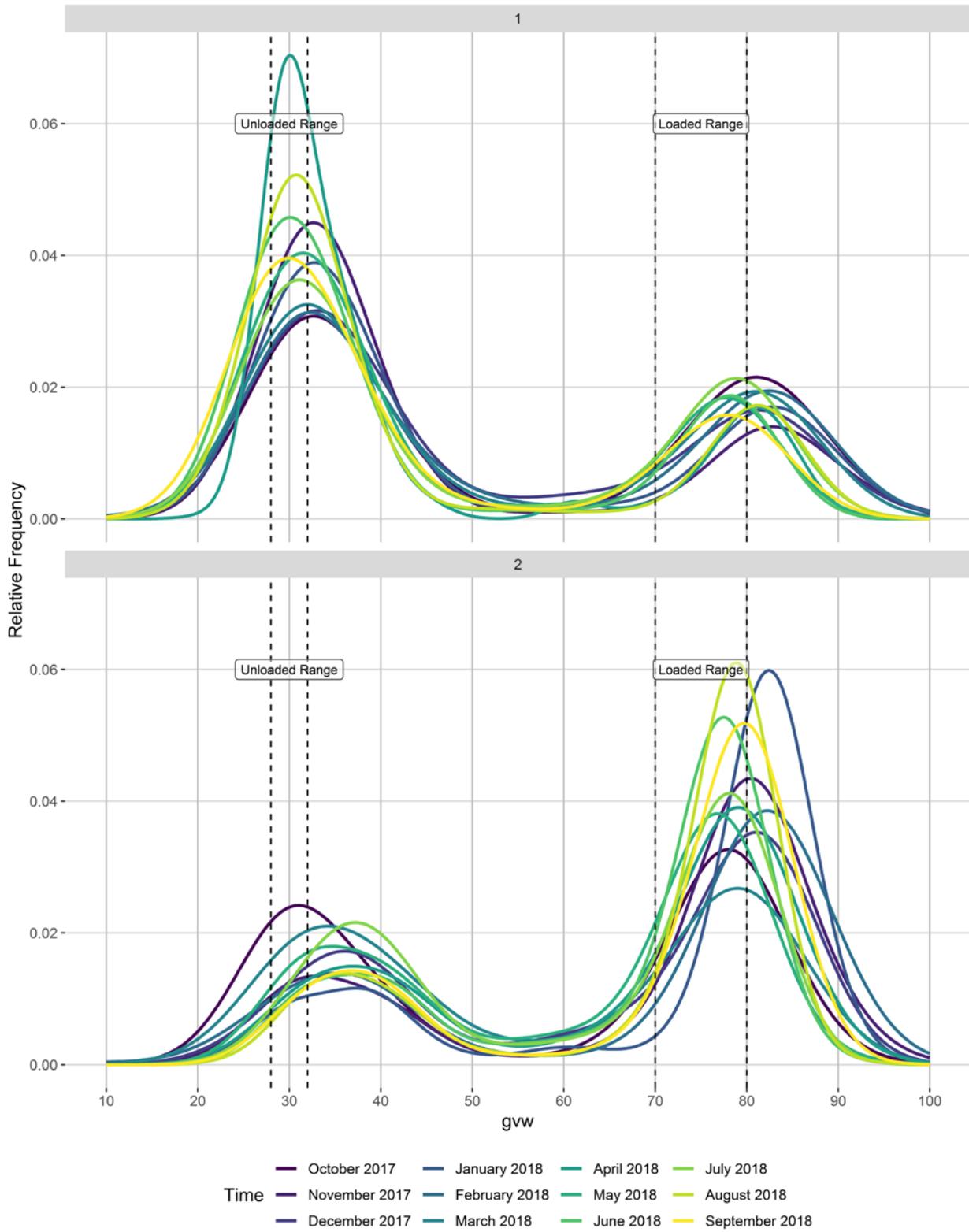
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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

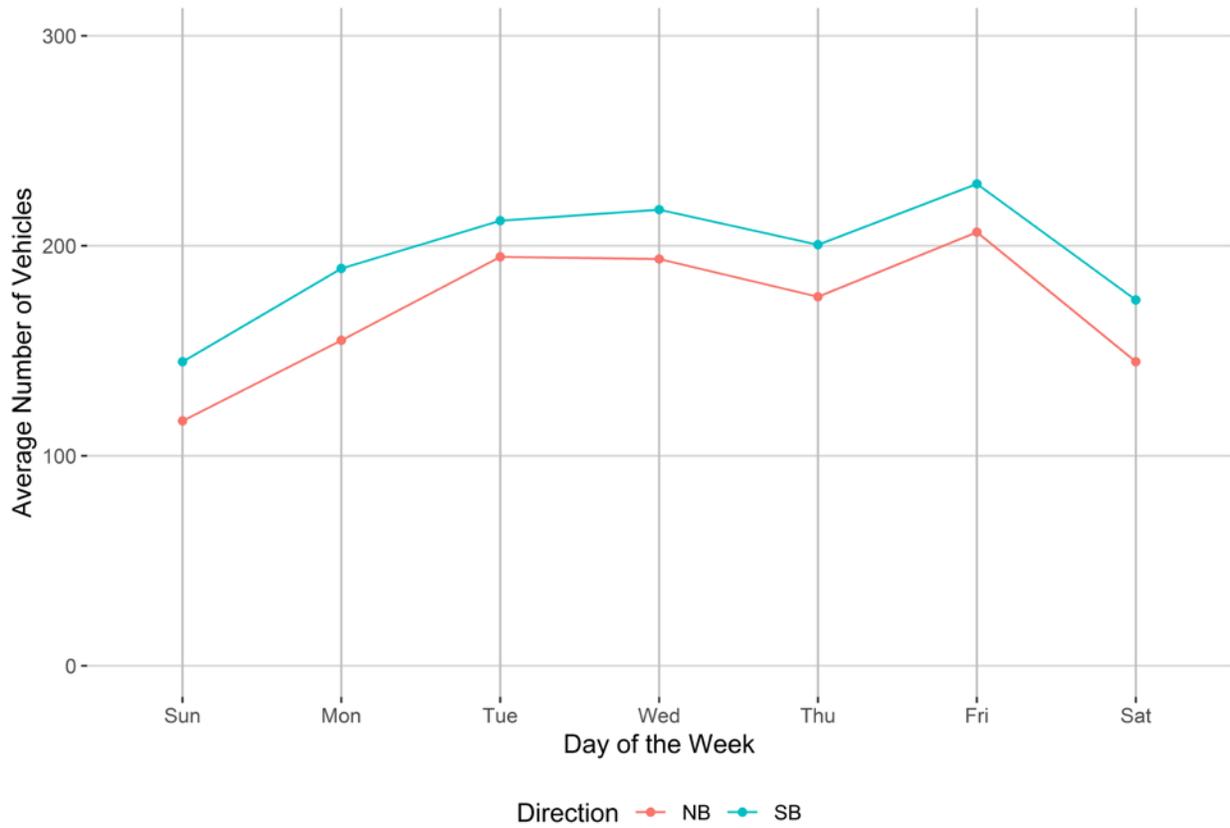


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

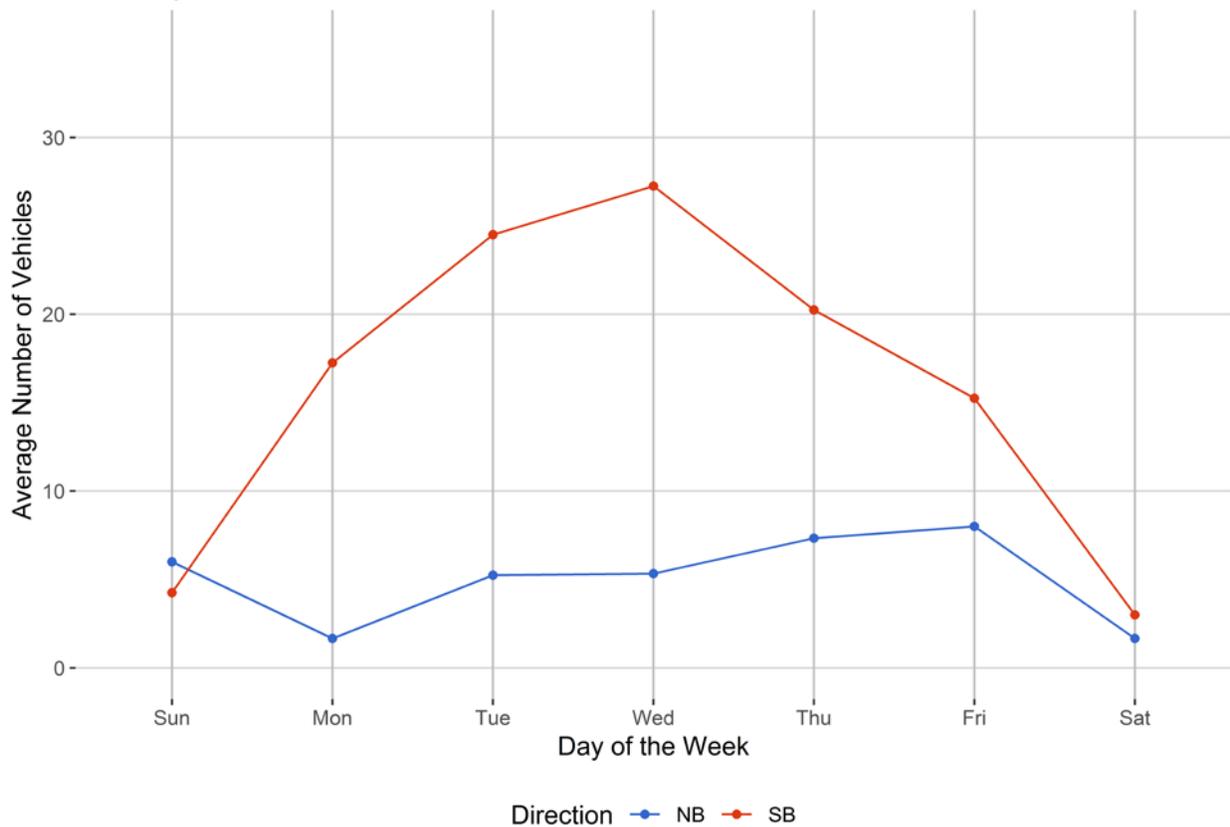


Figure 4 - Passenger Vehicles vs. Hour of the Day

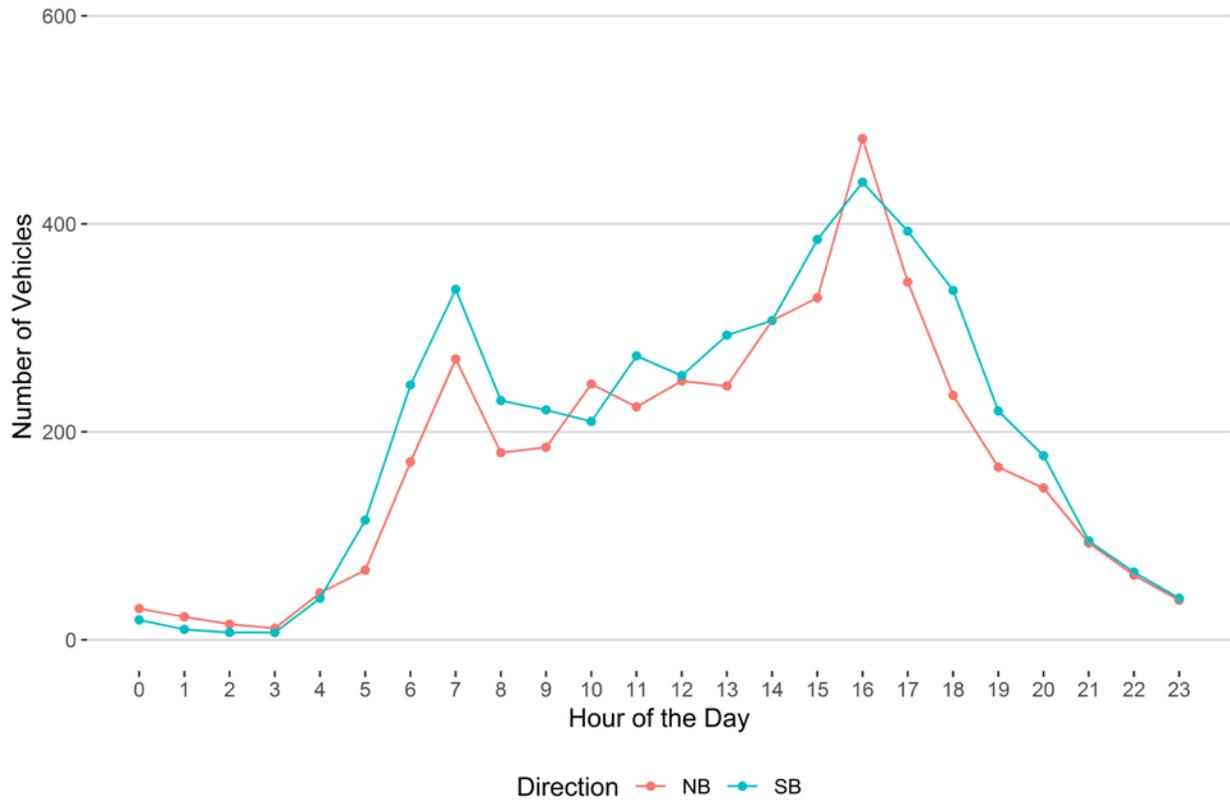


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

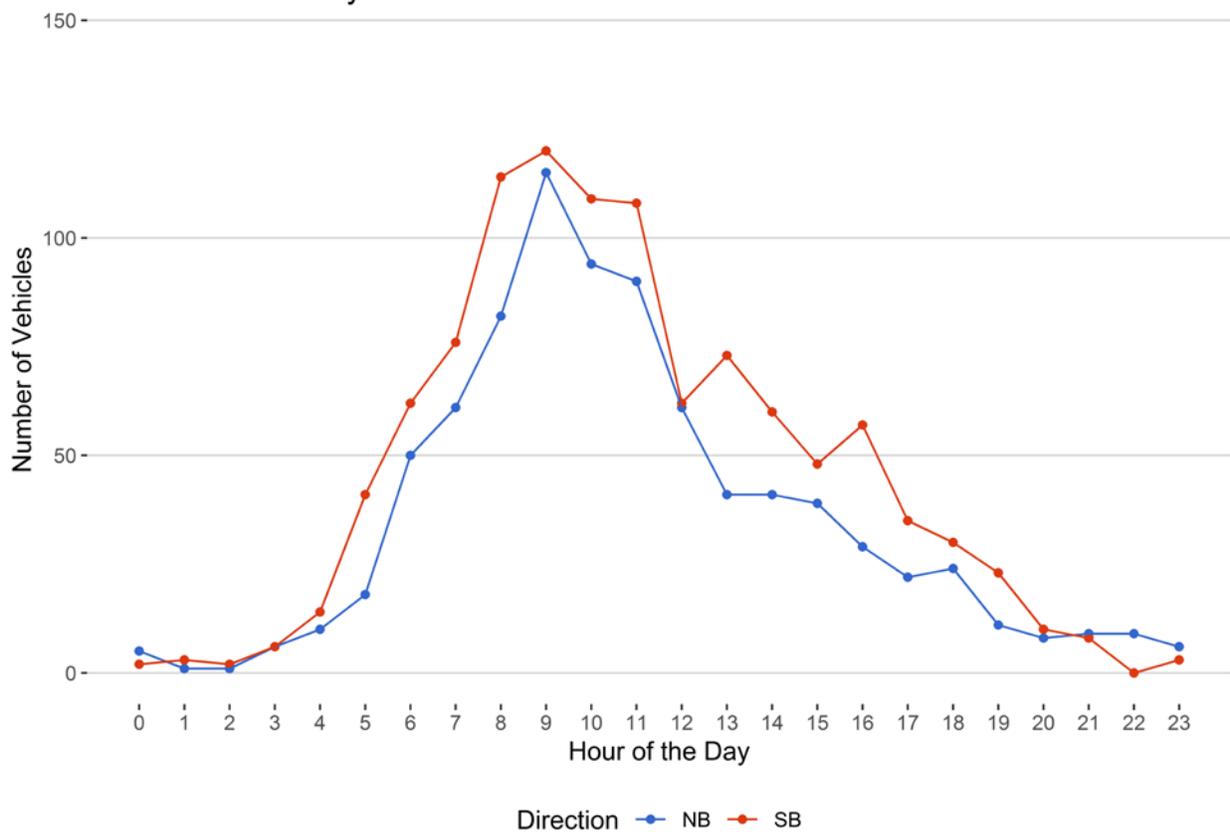


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

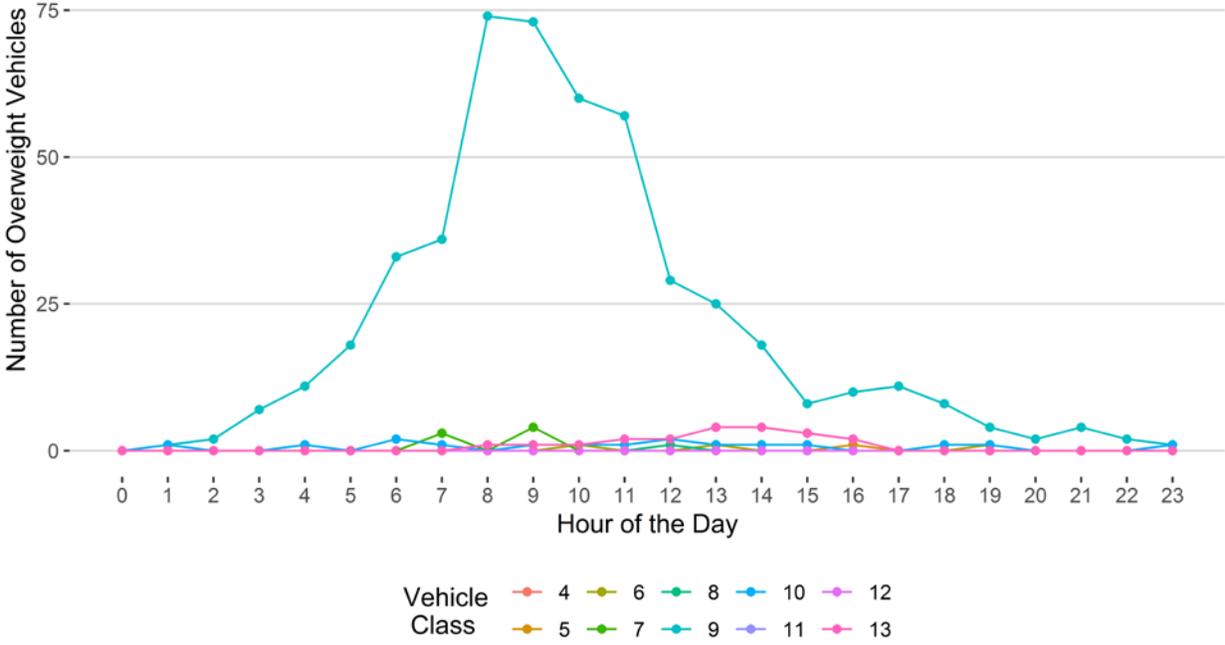


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

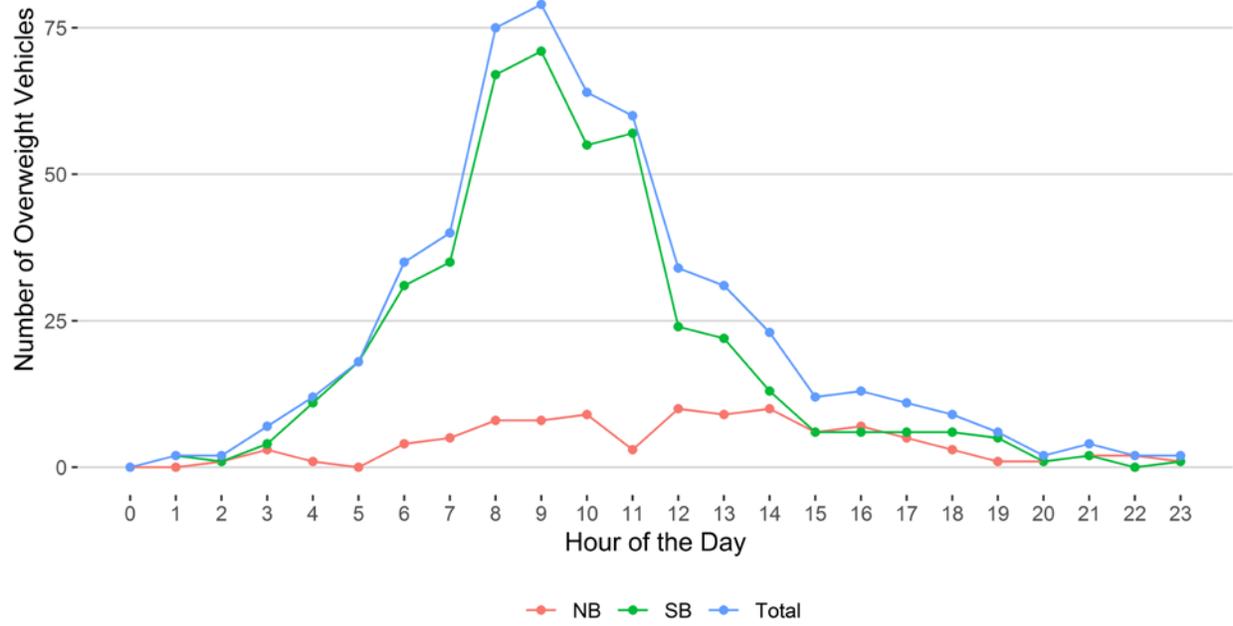
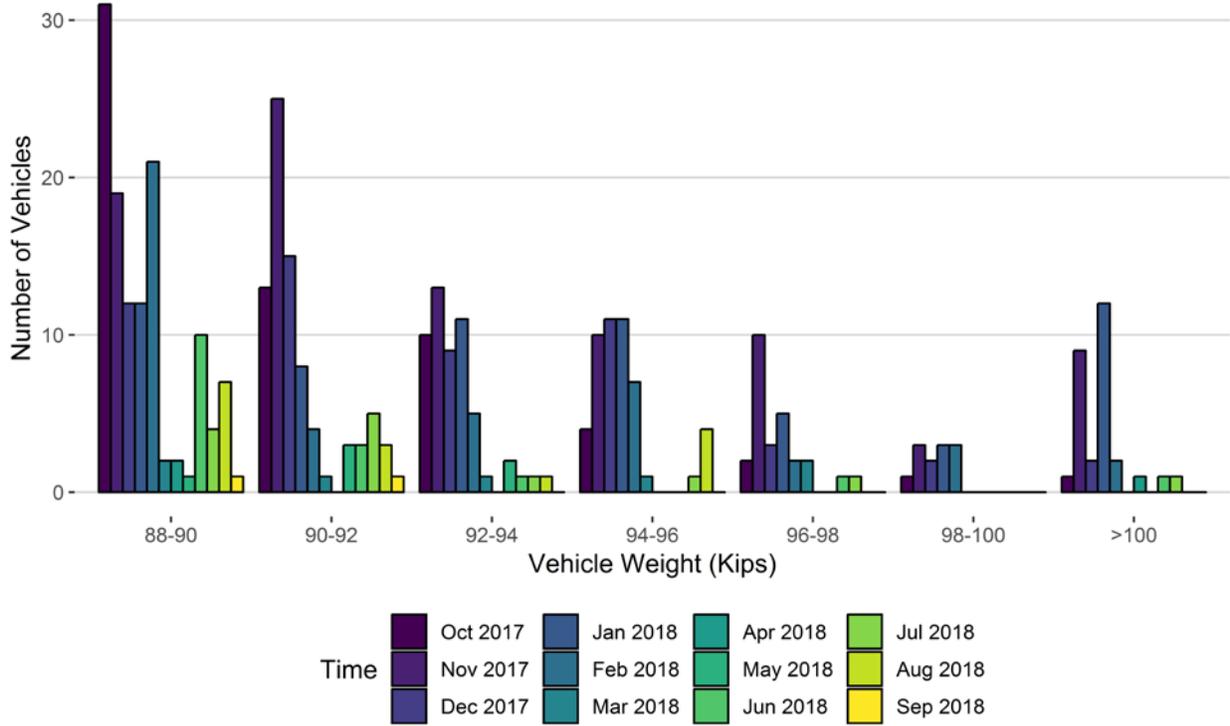
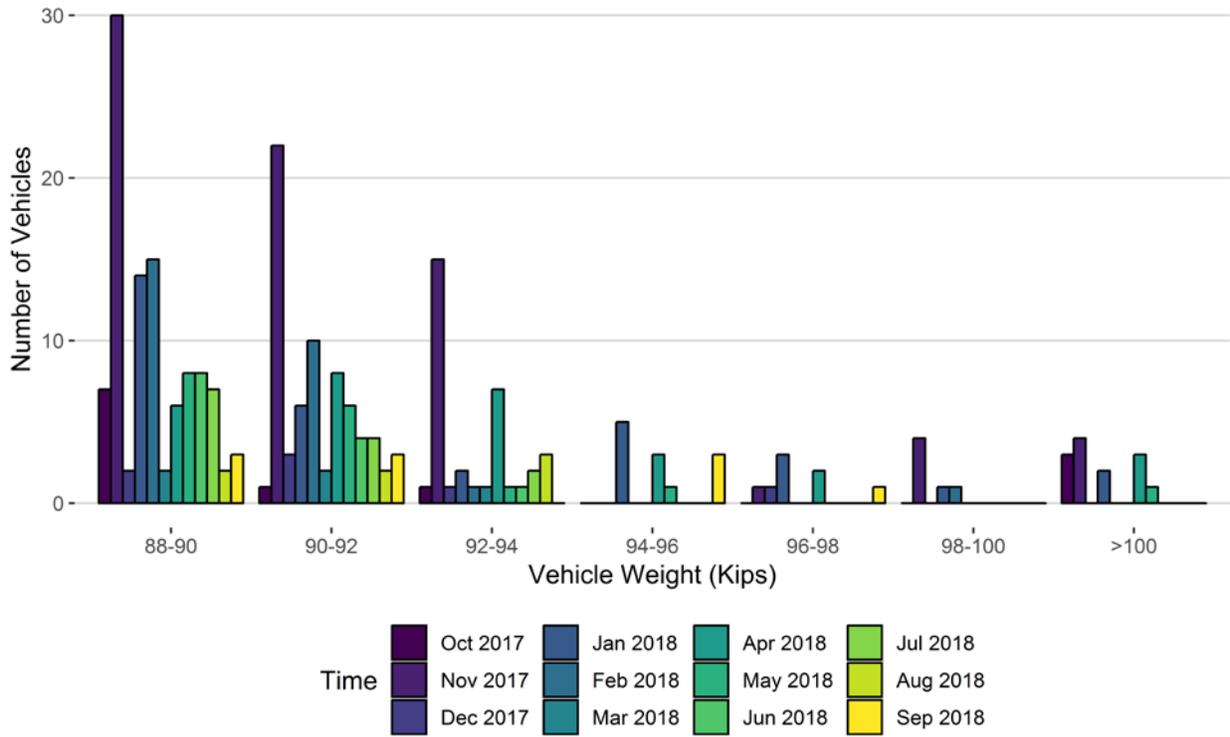


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



| Vehicle Weights (Kips) | Oct 2017 | Nov 2017 | Dec 2017 | Jan 2018 | Feb 2018 | Mar 2018 | Apr 2018 | May 2018 | Jun 2018 | Jul 2018 | Aug 2018 | Sep 2018 |
|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 88-90 | 31 | 19 | 12 | 12 | 21 | 2 | 2 | 1 | 10 | 4 | 7 | 1 |
| 90-92 | 13 | 25 | 15 | 8 | 4 | 1 | 0 | 3 | 3 | 5 | 3 | 1 |
| 92-94 | 10 | 13 | 9 | 11 | 5 | 1 | 0 | 2 | 1 | 1 | 1 | 0 |
| 94-96 | 4 | 10 | 11 | 11 | 7 | 1 | 0 | 0 | 0 | 1 | 4 | 0 |
| 96-98 | 2 | 10 | 3 | 5 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 98-100 | 1 | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >100 | 1 | 9 | 2 | 12 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Total | 62 | 89 | 54 | 62 | 44 | 7 | 3 | 6 | 16 | 13 | 15 | 2 |

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



| Vehicle Weights (Kips) | Oct 2017 | Nov 2017 | Dec 2017 | Jan 2018 | Feb 2018 | Mar 2018 | Apr 2018 | May 2018 | Jun 2018 | Jul 2018 | Aug 2018 | Sep 2018 |
|------------------------|-----------|-----------|----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|----------|-----------|
| 88-90 | 7 | 30 | 2 | 14 | 15 | 2 | 6 | 8 | 8 | 7 | 2 | 3 |
| 90-92 | 1 | 22 | 3 | 6 | 10 | 2 | 8 | 6 | 4 | 4 | 2 | 3 |
| 92-94 | 1 | 15 | 1 | 2 | 1 | 1 | 7 | 1 | 1 | 2 | 3 | 0 |
| 94-96 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 3 |
| 96-98 | 0 | 1 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| 98-100 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >100 | 3 | 4 | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |
| Total | 12 | 76 | 7 | 33 | 27 | 5 | 29 | 17 | 13 | 13 | 7 | 10 |

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

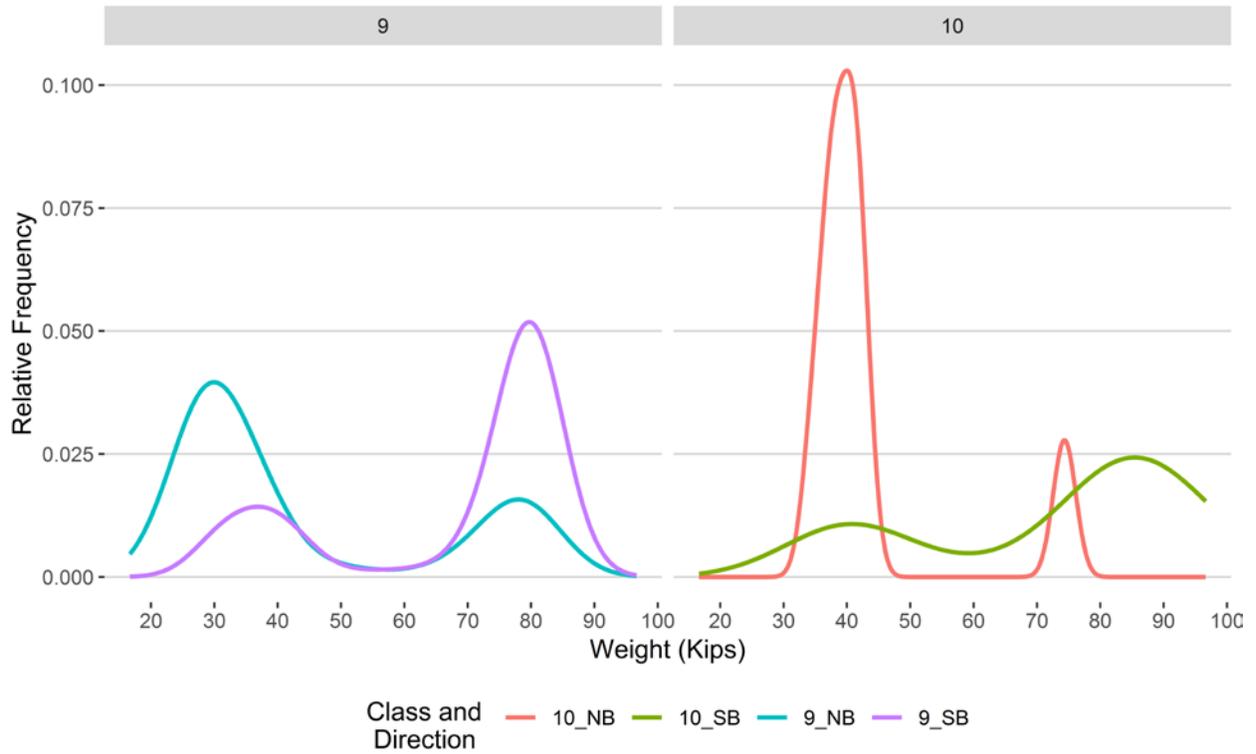


Figure 9 - Freight Percentage by Direction and Class

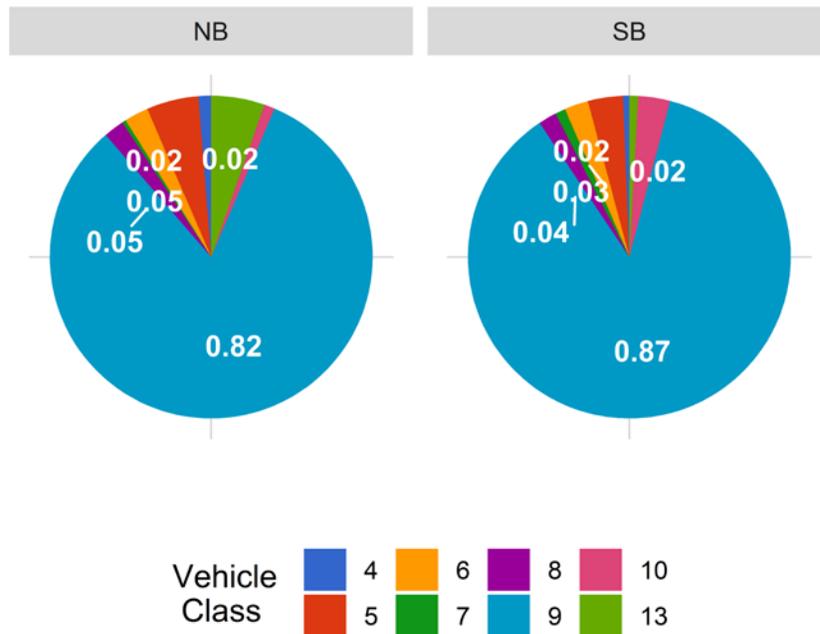


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

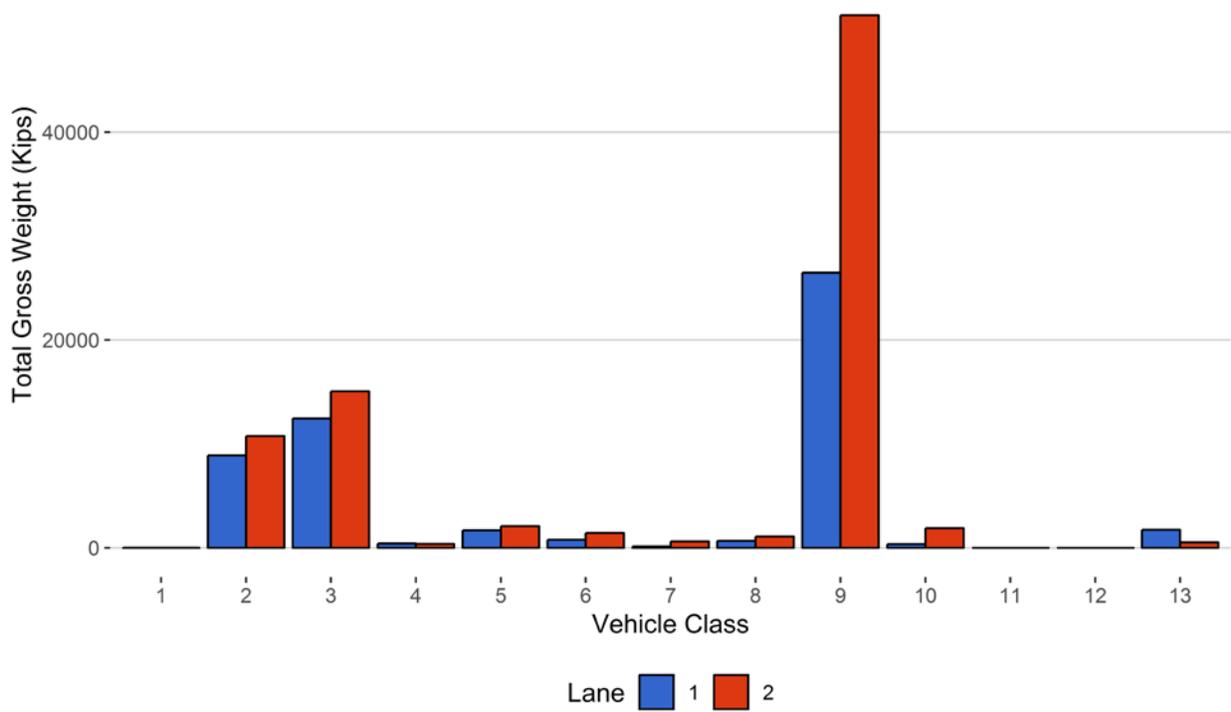


Figure 11 - Total Gross Vehicle Weight t

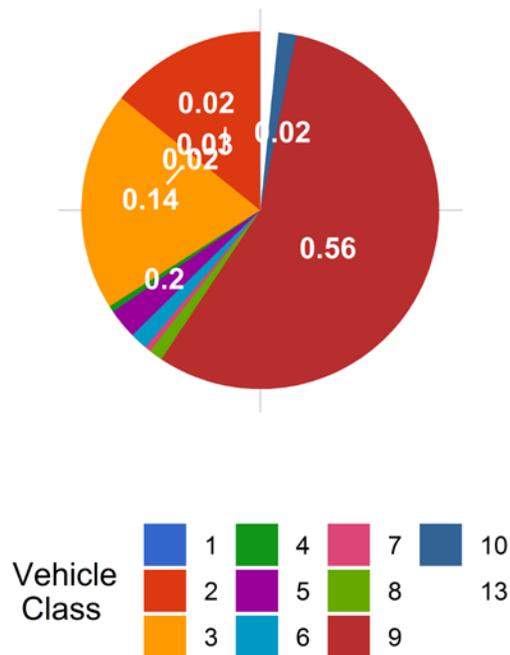


Figure 12 - Total ESALs by Class and Lane

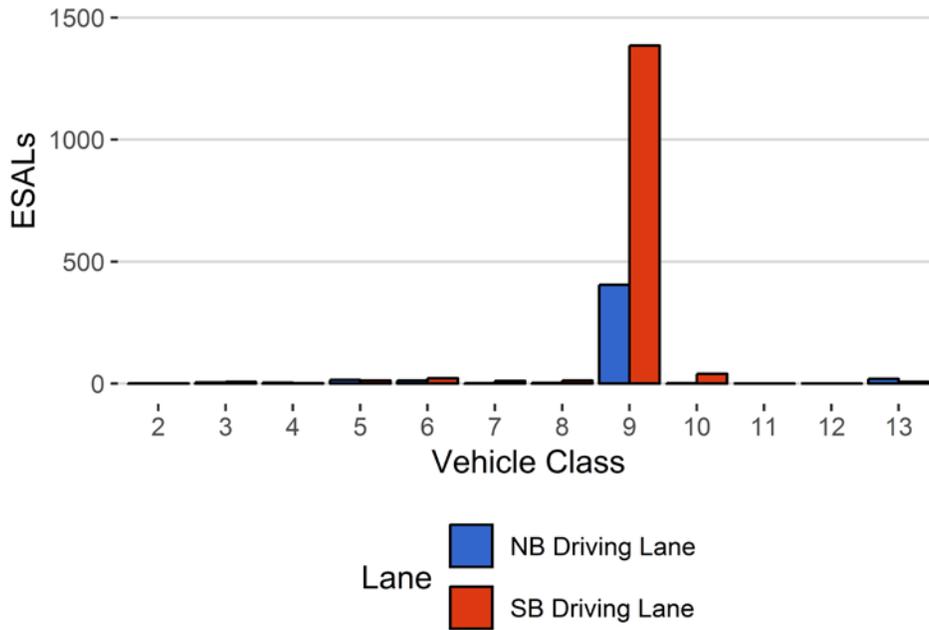


Figure 13 - ESALs by Class

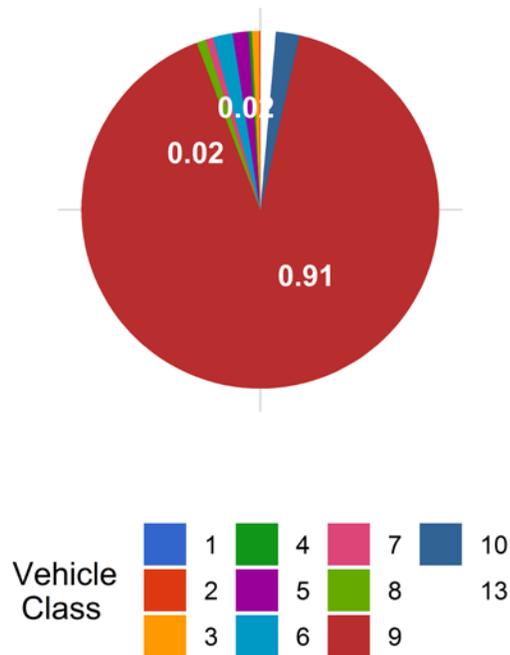


Table 1 Class 9 Front Axle Weight by Lane

| <i>Month</i> | <i>Lane 1 (Kips)</i> | <i>Front Axle +/- 9%</i> | <i>Lane 2 (Kips)</i> | <i>Front Axle +/- 9%</i> |
|----------------|----------------------|--------------------------|----------------------|--------------------------|
| January 2017 | 9.68 | 0.00 | 9.86 | 0.00 |
| February 2017 | 9.96 | 2.88 | 9.63 | -2.29 |
| March 2017 | 10.04 | 3.66 | 9.97 | 1.14 |
| April 2017 | 9.39 | -3.00 | 9.90 | 0.37 |
| May 2017 | 9.78 | 1.02 | 9.93 | 0.74 |
| June 2017 | 9.77 | 0.87 | 9.72 | -1.39 |
| July 2017 | 9.87 | 1.95 | 9.80 | -0.56 |
| August 2017 | 10.05 | 3.79 | 9.74 | -1.21 |
| September 2017 | 9.87 | 1.99 | 9.80 | -0.60 |
| October 2017 | 10.52 | 8.64 | 9.89 | 0.31 |
| November 2017 | 10.50 | 8.46 | 10.34 | 4.83 |
| December 2017 | 10.64 | 9.94 | 10.52 | 6.66 |
| January 2018 | 10.77 | 11.21 | 10.50 | 6.47 |
| February 2018 | 10.66 | 10.16 | 10.32 | 4.68 |
| March 2018 | 10.59 | 9.41 | 10.14 | 2.82 |
| April 2018 | 10.25 | 5.88 | 10.35 | 4.96 |
| May 2018 | 10.10 | 4.32 | 10.14 | 2.79 |
| June 2018 | 10.04 | 3.75 | 10.27 | 4.15 |
| July 2018 | 10.31 | 6.49 | 10.11 | 2.51 |
| August 2018 | 10.06 | 3.94 | 10.15 | 2.95 |
| September 2018 | 9.86 | 1.84 | 10.35 | 4.97 |

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 | 15 | 0.1 | 0 | 0 |
| 2 | 190 | 5694 | 44.9 | 0 | 0 |
| 3 | 158 | 4737 | 37.4 | 0 | 0 |
| 4 | 1 | 43 | 0.3 | 0 | 0 |
| 5 | 12 | 356 | 2.8 | 1 | 0.2 |
| 6 | 3 | 78 | 0.6 | 3 | 0.6 |
| 7 | 0 | 14 | 0.1 | 7 | 1.3 |
| 8 | 2 | 75 | 0.6 | 1 | 0.2 |
| 9 | 53 | 1586 | 12.5 | 494 | 91.1 |
| 10 | 1 | 40 | 0.3 | 16 | 3 |
| 11 | 0 | 0 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 | 0 | 0 |
| 13 | 1 | 32 | 0.2 | 20 | 3.7 |
| TOTAL | 422 | 12670 | 100 | 542 | 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> |
|-------------|--------------------|-------------|----------------------|------------------|-------------|------------------|
| 2018-09-10 | Monday | 09:36:49 | 9 | NB | 1 | 120.58 |
| 2018-09-01 | Saturday | 14:19:39 | 9 | NB | 1 | 101.2 |
| 2018-09-21 | Friday | 12:08:01 | 9 | SB | 2 | 98.63 |
| 2018-09-29 | Saturday | 07:45:28 | 10 | SB | 2 | 96.65 |
| 2018-09-21 | Friday | 23:38:53 | 10 | SB | 2 | 94.55 |
| 2018-09-21 | Friday | 19:42:15 | 10 | SB | 2 | 94.42 |
| 2018-09-25 | Tuesday | 09:00:22 | 10 | SB | 2 | 91.68 |
| 2018-09-25 | Tuesday | 10:53:58 | 9 | SB | 2 | 90.14 |
| 2018-09-21 | Friday | 12:40:02 | 10 | SB | 2 | 89.78 |
| 2018-09-10 | Monday | 06:54:02 | 10 | SB | 2 | 89.66 |

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 | 18 | 4 | 22.2 | 356 | 54 | 73 |
| 5 | NB | 8 | 132 | 14 | 10.6 | 1579 | 99 | 318 |
| 6 | NB | 19 | 25 | 2 | 8 | 741 | 36 | 152 |
| 7 | NB | 11.5 | 2 | 0 | 0 | 123 | 0 | 50 |
| 8 | NB | 31 | 26 | 22 | 84.6 | 135 | 530 | 6 |
| 9 | NB | 33 | 601 | 296 | 49.3 | 18101 | 8368 | 4018 |
| 10 | NB | 33.5 | 8 | 0 | 0 | 348 | 0 | 40 |
| 13 | NB | 31.5 | 21 | 0 | 0 | 1720 | 0 | 529 |
| TOTAL | **** | **** | 833 | 338 | **** | 23102 | **** | 5185 |
| <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 | 19 | 6 | 31.6 | 294 | 80 | 50 |
| 5 | SB | 8 | 172 | 12 | 7 | 1986 | 92 | 353 |
| 6 | SB | 19 | 42 | 0 | 0 | 1420 | 0 | 311 |
| 7 | SB | 11.5 | 10 | 0 | 0 | 612 | 0 | 248 |
| 8 | SB | 31 | 38 | 20 | 52.6 | 666 | 410 | 54 |
| 9 | SB | 33 | 753 | 52 | 6.9 | 49660 | 1588 | 13263 |
| 10 | SB | 33.5 | 26 | 0 | 0 | 1892 | 0 | 511 |
| 13 | SB | 31.5 | 6 | 0 | 0 | 519 | 0 | 165 |
| TOTAL | **** | **** | 1066 | 90 | **** | 57049 | **** | 14955 |
| GRAND TOTAL | **** | **** | 1899 | 428 | 273 | 80151 | 11257 | 20140 |

Table 5 Gross Vehicle Weight by Class and Lane

| <i>Vehicle Class</i> | <i>NB</i> | <i>SB</i> | <i>Total</i> | <i>Percentage</i> |
|----------------------|--------------|--------------|---------------|-------------------|
| 1 | 12 | 5 | 17 | 0 |
| 2 | 8896 | 10748 | 19644 | 14.2 |
| 3 | 12443 | 15055 | 27498 | 19.8 |
| 4 | 410 | 374 | 784 | 0.6 |
| 5 | 1679 | 2078 | 3757 | 2.7 |
| 6 | 777 | 1420 | 2196 | 1.6 |
| 7 | 123 | 612 | 735 | 0.5 |
| 8 | 665 | 1076 | 1741 | 1.3 |
| 9 | 26469 | 51247 | 77716 | 56.1 |
| 10 | 348 | 1892 | 2240 | 1.6 |
| 13 | 1720 | 519 | 2239 | 1.6 |
| TOTAL | 53542 | 85025 | 138567 | 100 |
| GVW/LANE | 38.64 | 61.36 | 100 | 0.07 |

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

| <i>Vehicle Class</i> | <i>NB</i> | <i>SB</i> | <i>Total</i> | <i>Percentage</i> | <i>Flexible ESAL Factor</i> |
|----------------------|-------------|-------------|--------------|-------------------|-----------------------------|
| 1 | 0 | 0 | 0 | 0 | 0.0714 |
| 2 | 1 | 1 | 2 | 0.1 | 0.0014 |
| 3 | 5 | 7 | 13 | 0.6 | 0.0071 |
| 4 | 4 | 2 | 6 | 0.3 | 0.4 |
| 5 | 15 | 13 | 28 | 1.4 | 0.2 |
| 6 | 13 | 22 | 35 | 1.8 | 1.06 |
| 7 | 2 | 12 | 14 | 0.7 | 1.84 |
| 8 | 4 | 13 | 17 | 0.8 | 0.59 |
| 9 | 405 | 1385 | 1790 | 90.7 | 2.7 |
| 10 | 2 | 40 | 42 | 2.1 | 2.19 |
| 13 | 20 | 8 | 28 | 1.4 | 1.73 |
| TOTAL | 471 | 1503 | 1974 | 100 | 11 |
| ESALS/LANE | 23.9 | 76.1 | 100 | - | - |

Table 7 Site Summary: Volume and Vehicle Class

| <i>Month</i> | <i>Total Volume</i> | <i>Monthly ADT</i> | <i>Monthly HCADT</i> | <i>Passenger Vehicles</i> | <i>Passenger Vehicles %</i> | <i>Heavy Commercial Vehicles</i> | <i>Heavy Commercial Vehicles %</i> |
|----------------|---------------------|--------------------|----------------------|---------------------------|-----------------------------|----------------------------------|------------------------------------|
| Oct 2017 | 14069 | 454 | 92 | 11212 | 79.7 | 2856.5 | 20.3 |
| Nov 2017 | 13393 | 446 | 109 | 10138 | 75.7 | 3255.4 | 24.3 |
| Dec 2017 | 10680 | 344 | 48 | 9198 | 86.1 | 1482.5 | 13.9 |
| Jan 2018 | 9974 | 322 | 58 | 8177 | 82 | 1797.3 | 18 |
| Feb 2018 | 9024 | 322 | 56 | 7467 | 82.7 | 1557.3 | 17.3 |
| Mar 2018 | 10822 | 349 | 45 | 9412 | 87 | 1410 | 13 |
| Apr 2018 | 10759 | 359 | 54 | 9130 | 84.9 | 1628.7 | 15.1 |
| May 2018 | 14659 | 473 | 82 | 12128 | 82.7 | 2530.7 | 17.3 |
| Jun 2018 | 14918 | 497 | 87 | 12313 | 82.5 | 2604.8 | 17.5 |
| Jul 2018 | 13748 | 444 | 78 | 11319 | 82.3 | 2429.3 | 17.7 |
| Aug 2018 | 13369 | 431 | 88 | 10655 | 79.7 | 2714.1 | 20.3 |
| Sep 2018 | 12670 | 422 | 74 | 10446 | 82.4 | 2223.9 | 17.6 |
| TOTAL | 148085 | - | - | 121595 | - | 26490 | - |
| AVERAGE | 12340 | 405 | 73 | 10133 | 82 | 2208 | 18 |

ESALS

| <i>Month</i> | <i>ESALS NB Driving Lane</i> | <i>ESALS SB Driving Lane</i> | <i>Total ESALS</i> | <i>Pavement Life Decrease Months</i> |
|----------------|------------------------------|------------------------------|--------------------|--------------------------------------|
| Oct 2017 | 1316 | 1374 | 2690 | 4.1 |
| Nov 2017 | 1034 | 2181 | 3215 | 17.8 |
| Dec 2017 | 635 | 793 | 1427 | 3.4 |
| Jan 2018 | 784 | 1500 | 2284 | 10.6 |
| Feb 2018 | 724 | 1115 | 1839 | 9.4 |
| Mar 2018 | 541 | 630 | 1170 | 3.3 |
| Apr 2018 | 462 | 863 | 1325 | 3.7 |
| May 2018 | 753 | 1132 | 1885 | 6 |
| Jun 2018 | 760 | 1414 | 2173 | 1.1 |
| Jul 2018 | 931 | 1121 | 2053 | 0.3 |
| Aug 2018 | 646 | 1491 | 2137 | 1.8 |
| Sep 2018 | 476 | 1503 | 1979 | 2.5 |
| TOTAL | 9061 | - | - | - |
| AVERAGE | 755 | 1260 | 2015 | 5 |

Gross Vehicle Weight

| <i>Month</i> | <i>GVW NB Driving Lane</i> | <i>GVW SB Driving Lane</i> | <i>Total GVW Kips</i> |
|----------------|----------------------------|----------------------------|-----------------------|
| Oct 2017 | 55605 | 68986 | 124591 |
| Nov 2017 | 53051 | 55564 | 108616 |
| Dec 2017 | 53496 | 52160 | 105656 |
| Jan 2018 | 54103 | 59595 | 113698 |
| Feb 2018 | 81509 | 84194 | 165703 |
| Mar 2018 | 83916 | 92328 | 176243 |
| Apr 2018 | 84746 | 82653 | 167398 |
| May 2018 | 64139 | 80654 | 144793 |
| Jun 2018 | 53654 | 85064 | 138718 |
| Jul 2018 | 91106 | 87939 | 179046 |
| Aug 2018 | 80715 | 103216 | 183930 |
| Sep 2018 | 54550 | 54404 | 108954 |
| TOTAL | 810590 | 906756 | 1717346 |
| AVERAGE | 67549 | 75563 | 143112 |

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> |
|----------------|--|----------------------------------|---|-------------------------------|-------------------------------|
| Oct 2017 | 743 | 5.8 | 28.3 | 74 | 5 |
| Nov 2017 | 951 | 8.2 | 33.6 | 165 | 20 |
| Dec 2017 | 407 | 4.1 | 29.7 | 61 | 4 |
| Jan 2018 | 685 | 7.7 | 42.2 | 95 | 18 |
| Feb 2018 | 552 | 6.6 | 37.6 | 71 | 6 |
| Mar 2018 | 316 | 3.1 | 23.4 | 12 | 0 |
| Apr 2018 | 365 | 3.6 | 23.6 | 32 | 4 |
| May 2018 | 432 | 3.1 | 17.8 | 23 | 1 |
| Jun 2018 | 518 | 3.6 | 20.5 | 29 | 1 |
| Jul 2018 | 539 | 4.1 | 23 | 26 | 1 |
| Aug 2018 | 643 | 6.2 | 30.5 | 22 | 0 |
| Sep 2018 | 543 | 5 | 28.3 | 12 | 0 |
| TOTAL | 6694 | - | - | 622 | 60 |
| AVERAGE | 557.8 | 5.1 | 28.2 | 51.8 | 5 |

Freight

| <i>Month</i> | <i>NB Freight Tons</i> | <i>SB Freight Tons</i> | <i>Total Freight</i> | <i>NB Freight %</i> | <i>SB Freight %</i> |
|----------------|------------------------|------------------------|----------------------|---------------------|---------------------|
| Oct 2017 | 13207 | 13672 | 26879 | 49.1 | 50.9 |
| Nov 2017 | 10149 | 20105 | 30254 | 33.5 | 66.5 |
| Dec 2017 | 6725 | 7700 | 14425 | 46.6 | 53.4 |
| Jan 2018 | 7270 | 13162 | 20432 | 35.6 | 64.4 |
| Feb 2018 | 7290 | 9801 | 17090 | 42.7 | 57.3 |
| Mar 2018 | 5578 | 6340 | 11918 | 46.8 | 53.2 |
| Apr 2018 | 4982 | 9019 | 14001 | 35.6 | 64.4 |
| May 2018 | 8683 | 12489 | 21172 | 41 | 59 |
| Jun 2018 | 8623 | 15037 | 23660 | 36.4 | 63.6 |
| Jul 2018 | 10708 | 12144 | 22852 | 46.9 | 53.1 |
| Aug 2018 | 6551 | 14747 | 21298 | 30.8 | 69.2 |
| Sep 2018 | 5185 | 14955 | 20140 | 25.7 | 74.3 |
| TOTAL | 94950 | 149173 | 244123 | - | - |
| AVERAGE | 7912.5 | 12431 | 20343.5 | 39.2 | 60.8 |