

DECEMBER 2019



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 December 2019. Volume was computed using all monthly data.

System Calibration

WIM #26 was most recently calibrated on 2018-11-09. Table 1 summarizes the front axle weights of class 9s by lane ¹. 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: 614448 | Passenger Vehicles: 508164 | Heavy Commercial Vehicles: 106284

Monthly Average Daily Traffic (MADT): 19893 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 3429

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 Sundays, with lowest volumes reported on Tuesdays. SB vehicles typically reached highest volume levels on Sundays, 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 106284 HCVs, 21864 of them were overweight ³. These overweight HCVs contributed to 3.9% of total monthly volume, and 22.6% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Thursdays, with lowest volumes reported on Saturdays. SB overweight vehicles tended to reach highest volumes on Mondays, with lowest volumes reported on Saturdays. See Figure 3 . The top two overweight violators by class were the class 9 and class 11 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 95.8% 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 December.

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 ,8027 NB vehicles exceeded 88,000 pounds (7545 vehicles were Class 9's; 296 vehicles were Class 10's). Of vehicles traveling SB,

66 NB vehicles exceeded 88,000 pounds (40 vehicles were Class 13's; 12 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from December 2019.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in December 2019. Data suggests that there were greater numbers of fully_loaded Class 9's than empty Class 9's traveling NB, while there were more empty Class 9's than fully_loaded 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 1149607 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (78.3%) than SB (21.7%). 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 614448 vehicles with a combined GVW of 7446464 kips (1 kip = 1,000 pounds = 0.5 tons) in December 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 118709 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 84.4% of all ESALs were recorded NB while 15.6% was observed SB. In particular, 84% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 58% 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

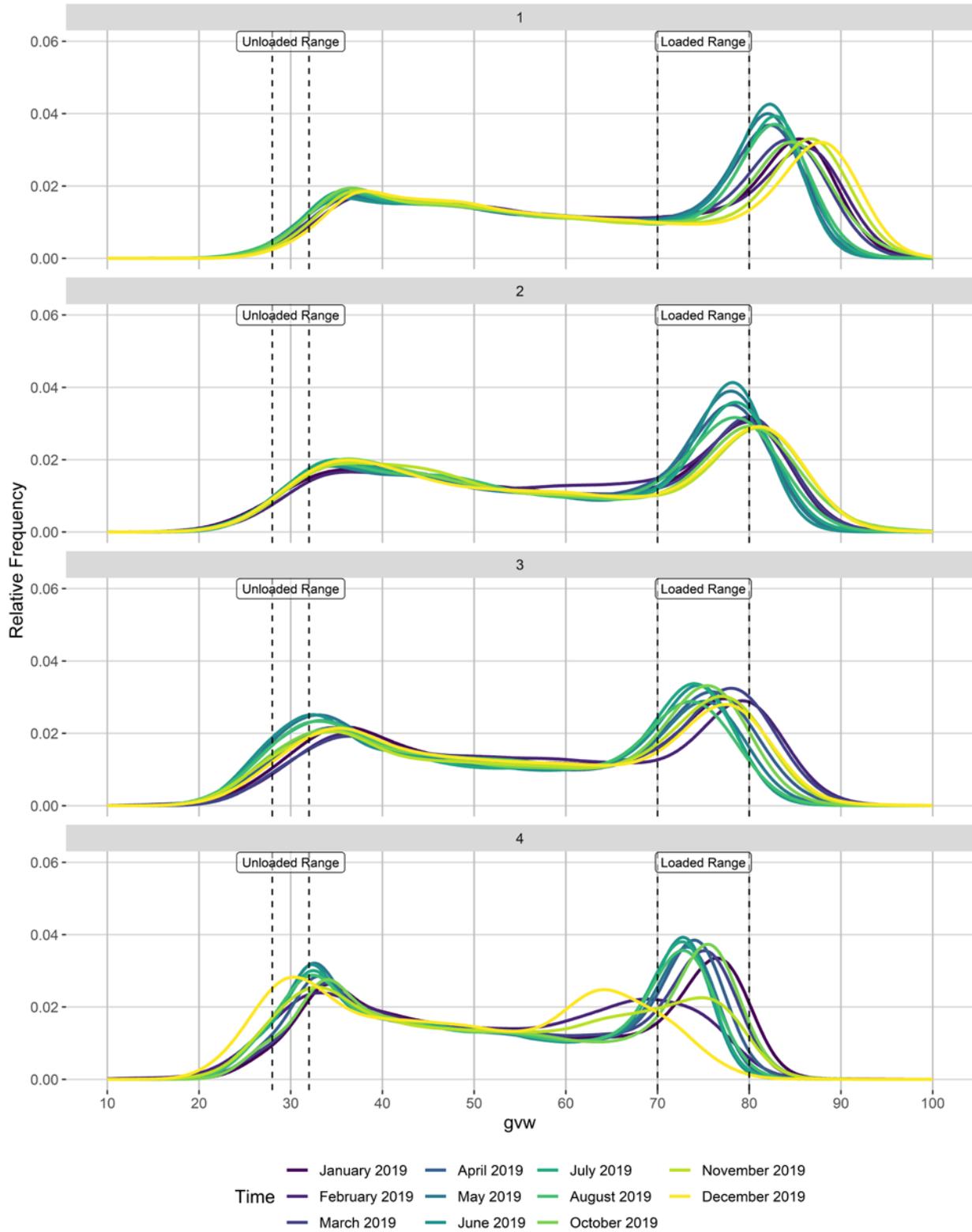
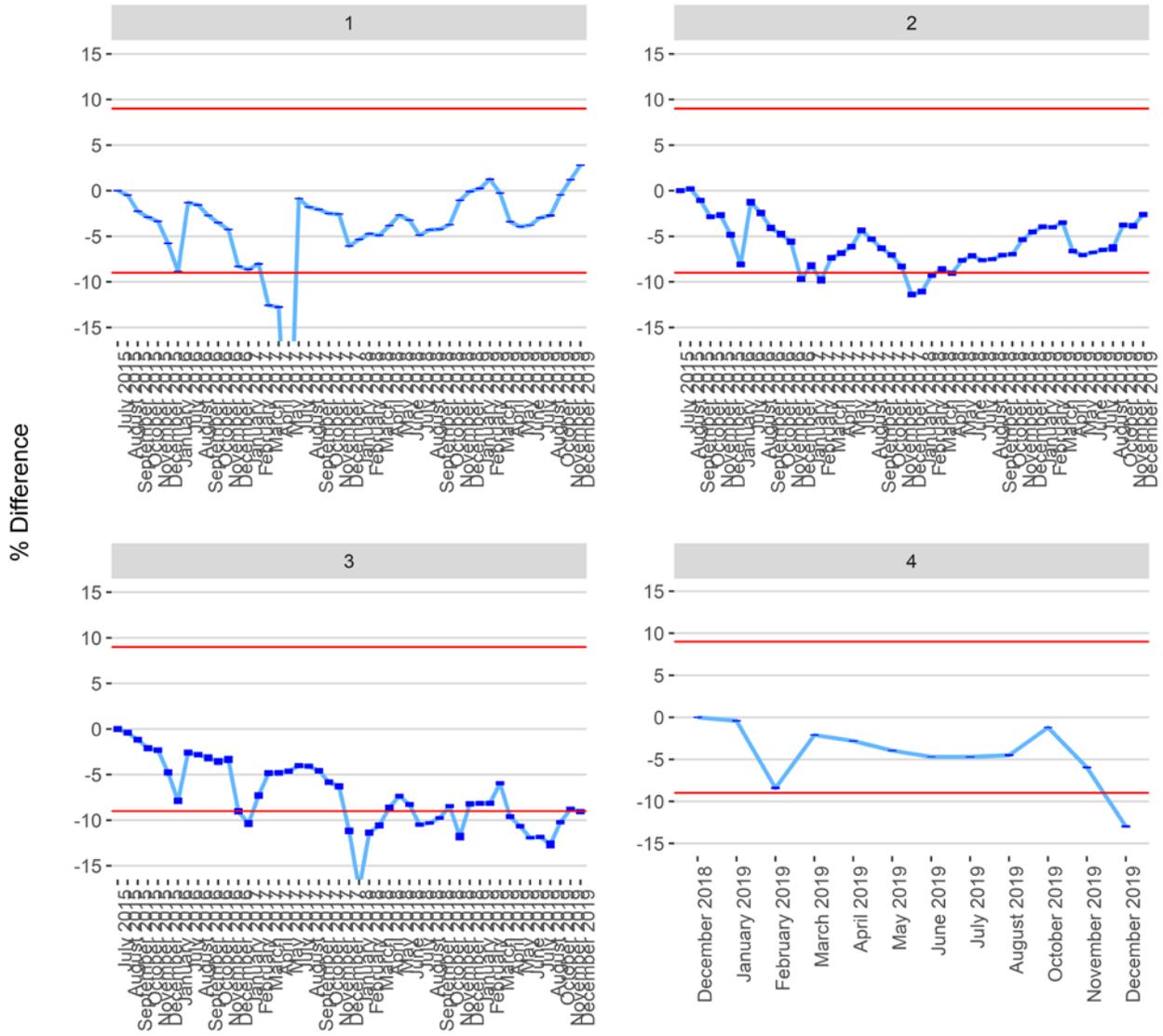


Figure 2 - Percent Difference of Front Axle Weight from Last Calibration (+/- 95% CI)



Months that have not passed QC parameters are not displayed

Figure 2 - Average Vehicle Volume vs. Day of the Week

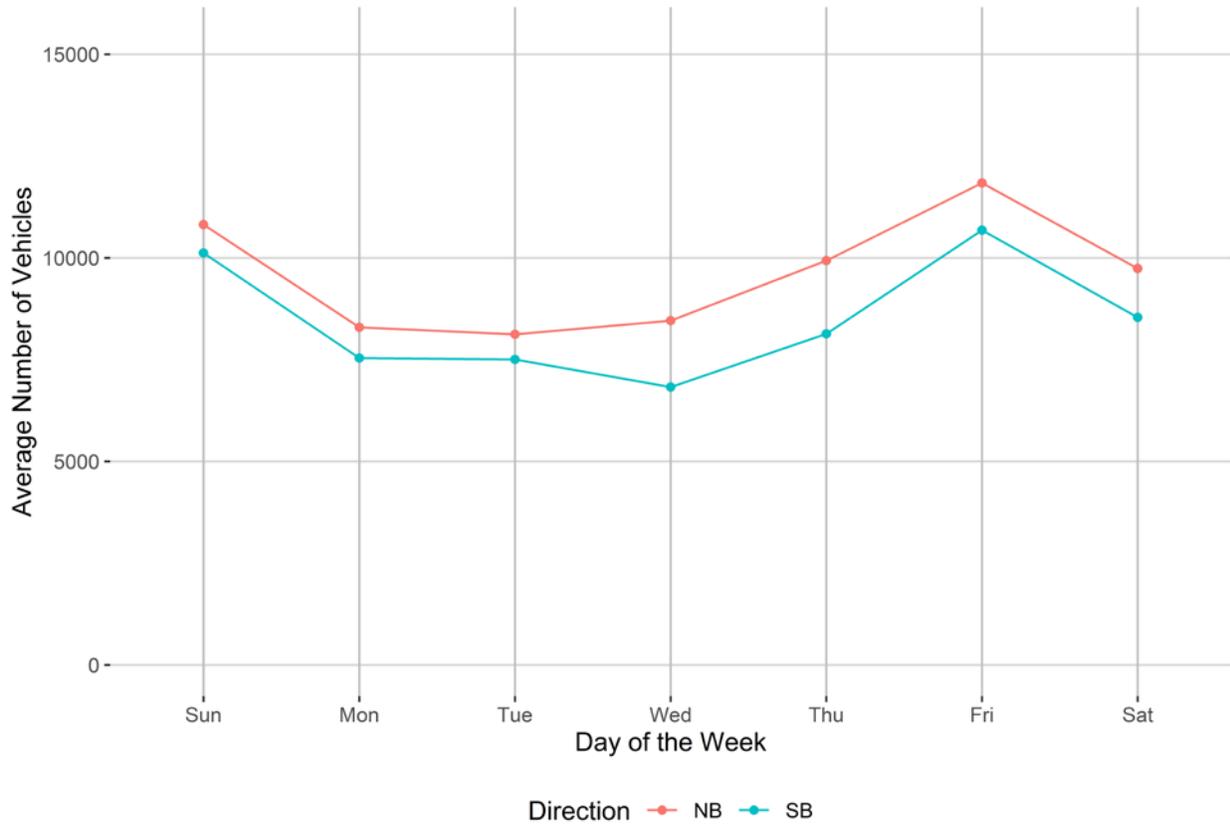


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

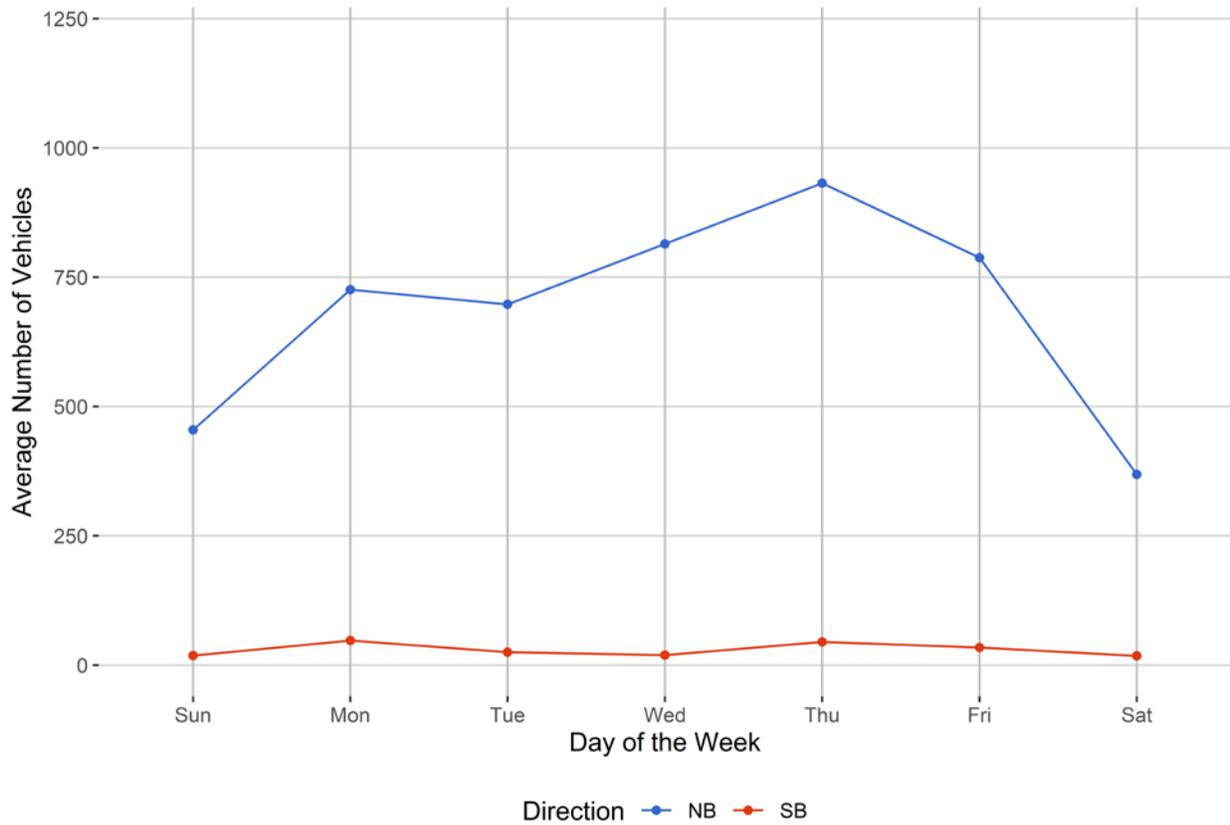


Figure 4 - Passenger Vehicles vs. Hour of the Day

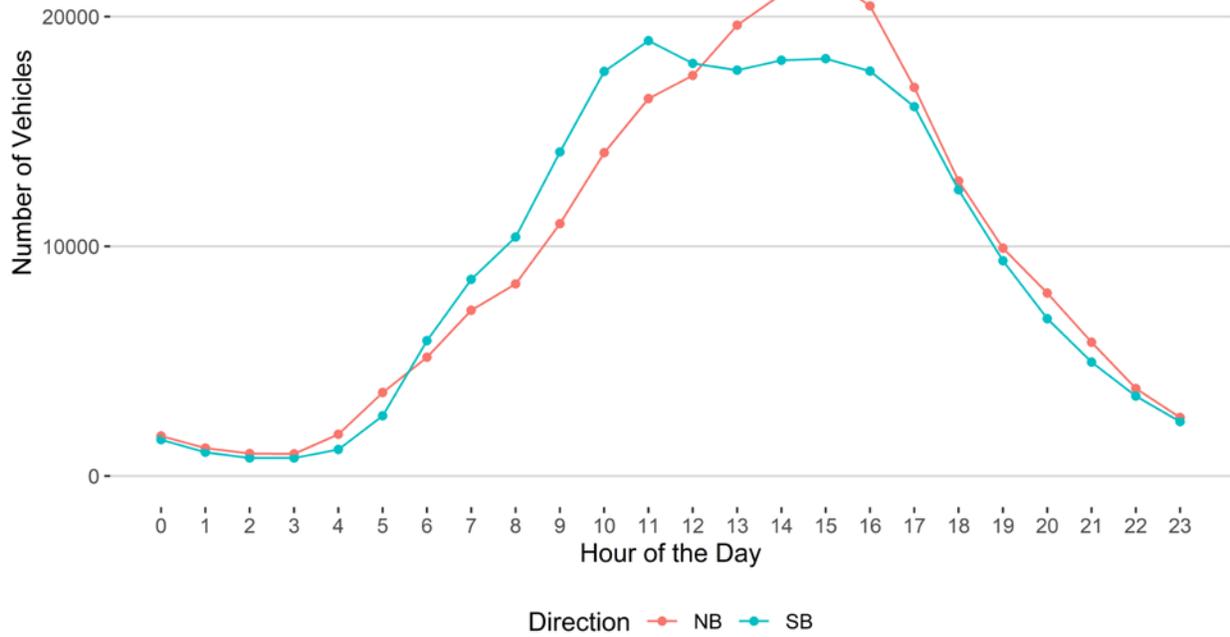


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

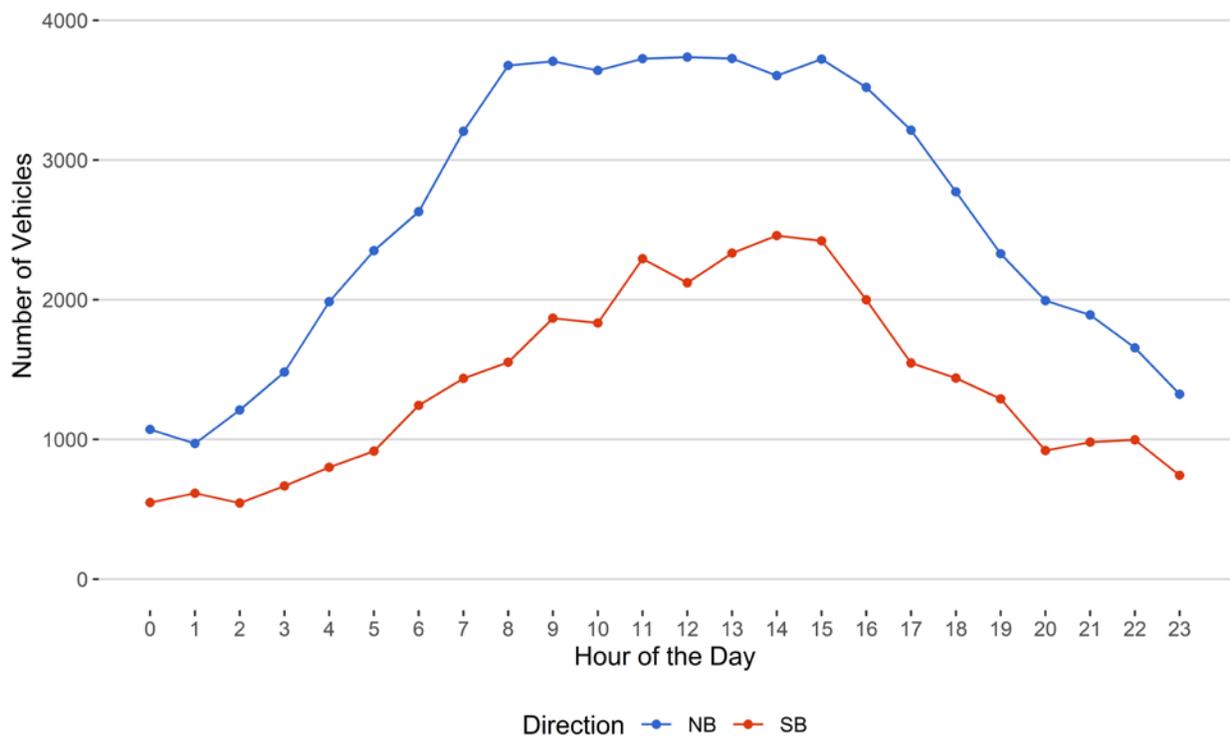


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

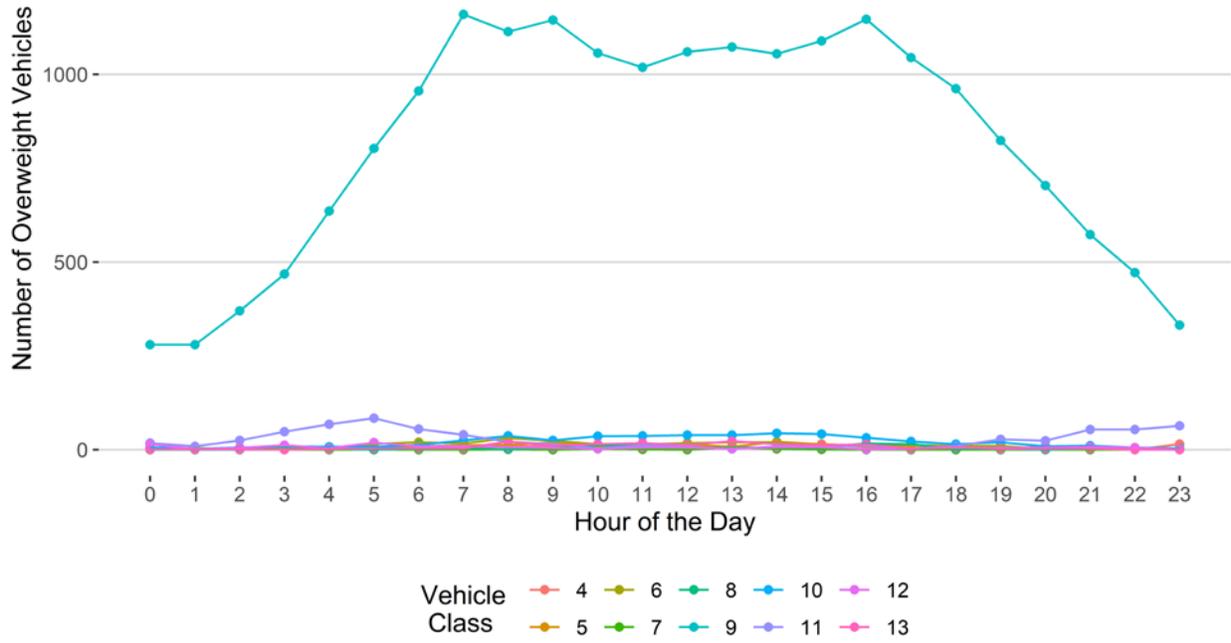


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

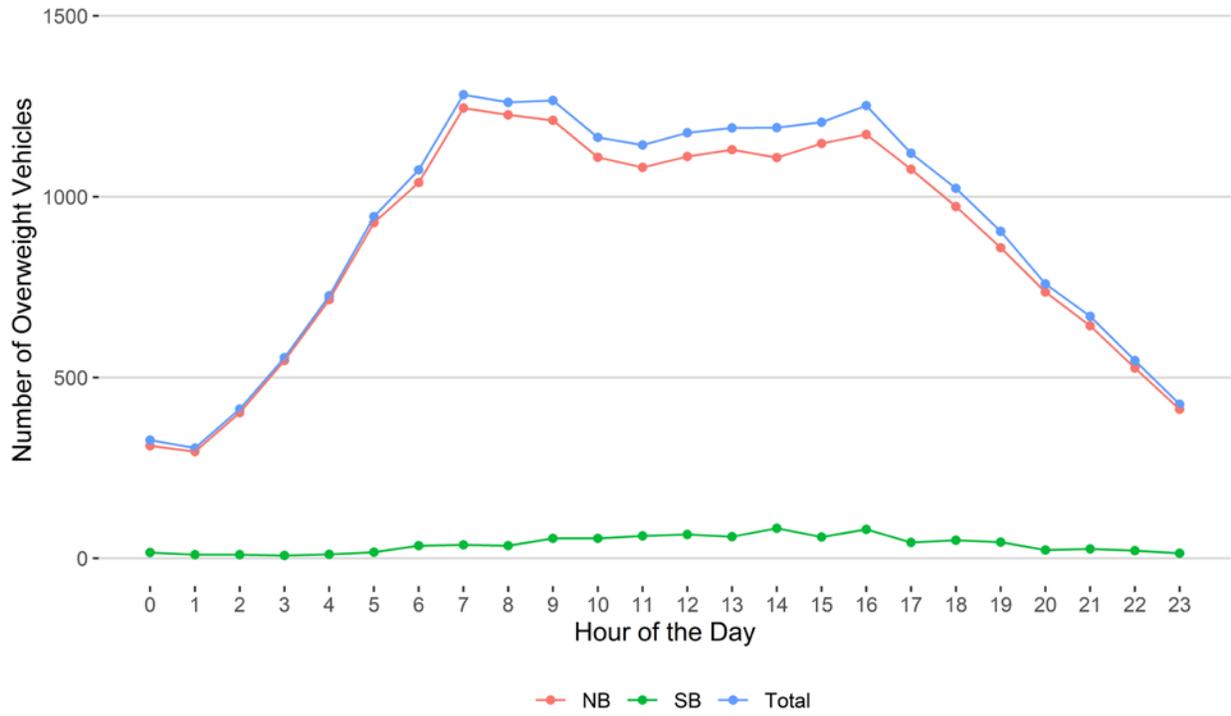
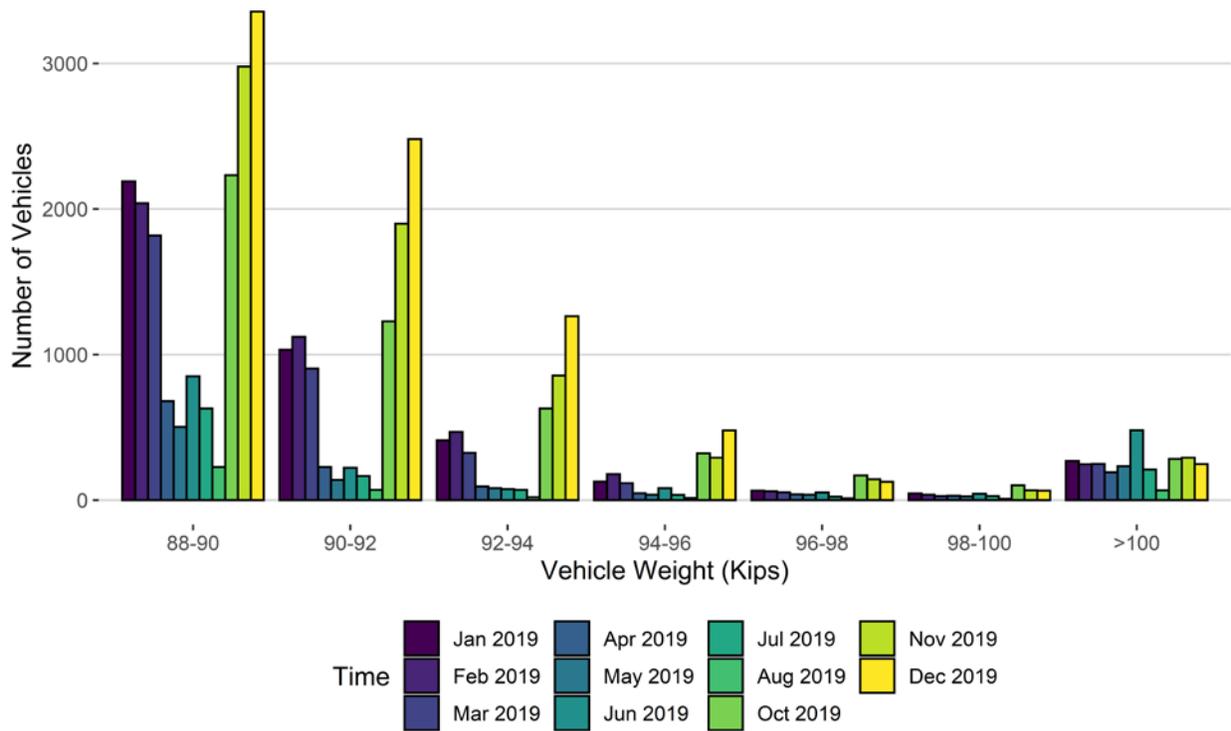
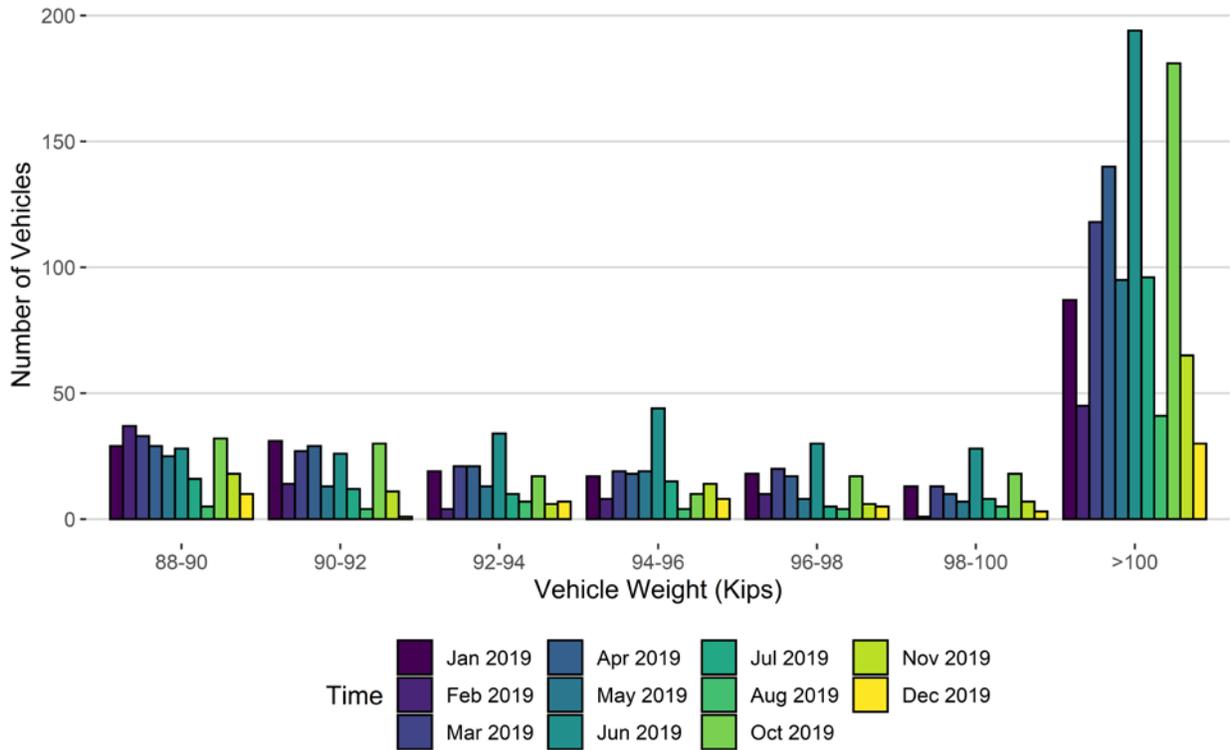


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Oct 2019	Nov 2019	Dec 2019
88-90	2189	2040	1818	680	503	850	629	227	2232	2978	3356
90-92	1033	1121	904	227	139	222	166	71	1228	1899	2480
92-94	411	468	324	94	82	76	71	20	629	856	1263
94-96	127	178	116	47	38	82	36	14	321	291	479
96-98	65	61	54	40	38	52	24	12	170	143	126
98-100	46	37	28	30	26	44	28	9	101	67	65
>100	269	247	249	191	233	480	210	67	283	291	248
Total	4140	4152	3493	1309	1059	1806	1164	420	4964	6525	8017

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



Vehicle Weights (Kips)	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Oct 2019	Nov 2019	Dec 2019
88-90	29	37	33	29	25	28	16	5	32	18	10
90-92	31	14	27	29	13	26	12	4	30	11	1
92-94	19	4	21	21	13	34	10	7	17	6	7
94-96	17	8	19	18	19	44	15	4	10	14	8
96-98	18	10	20	17	8	30	5	4	17	6	5
98-100	13	1	13	10	7	28	8	5	18	7	3
>100	87	45	118	140	95	194	96	41	181	65	30
Total	214	119	251	264	180	384	162	70	305	127	64

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

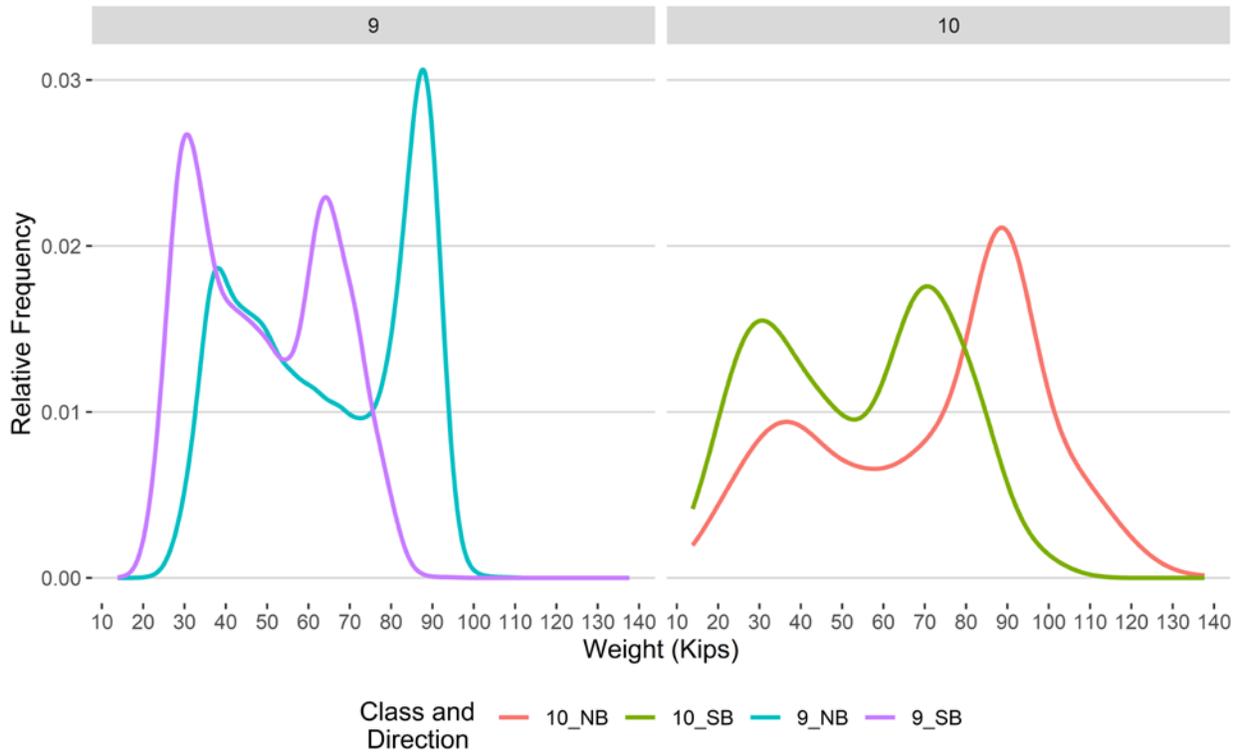


Figure 9 - Freight Percentage by Direction and Class

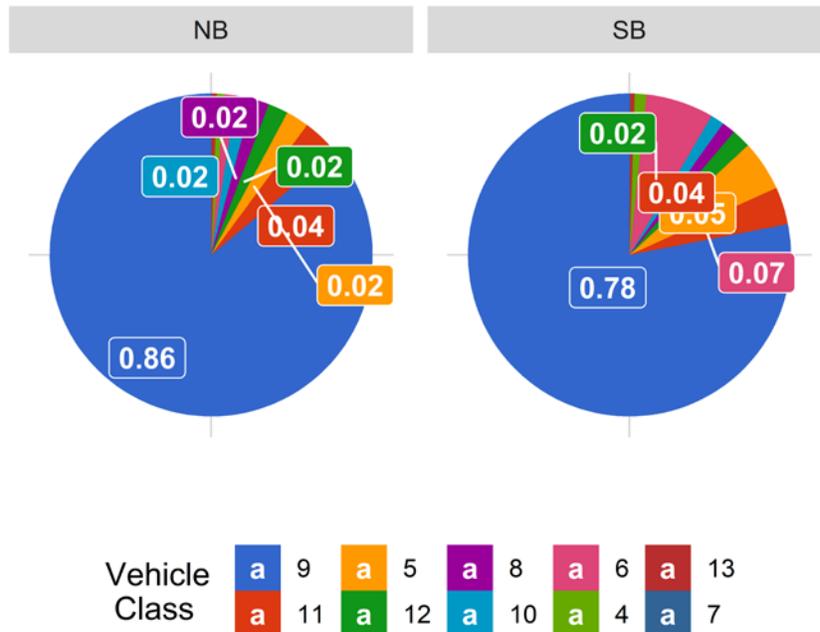


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

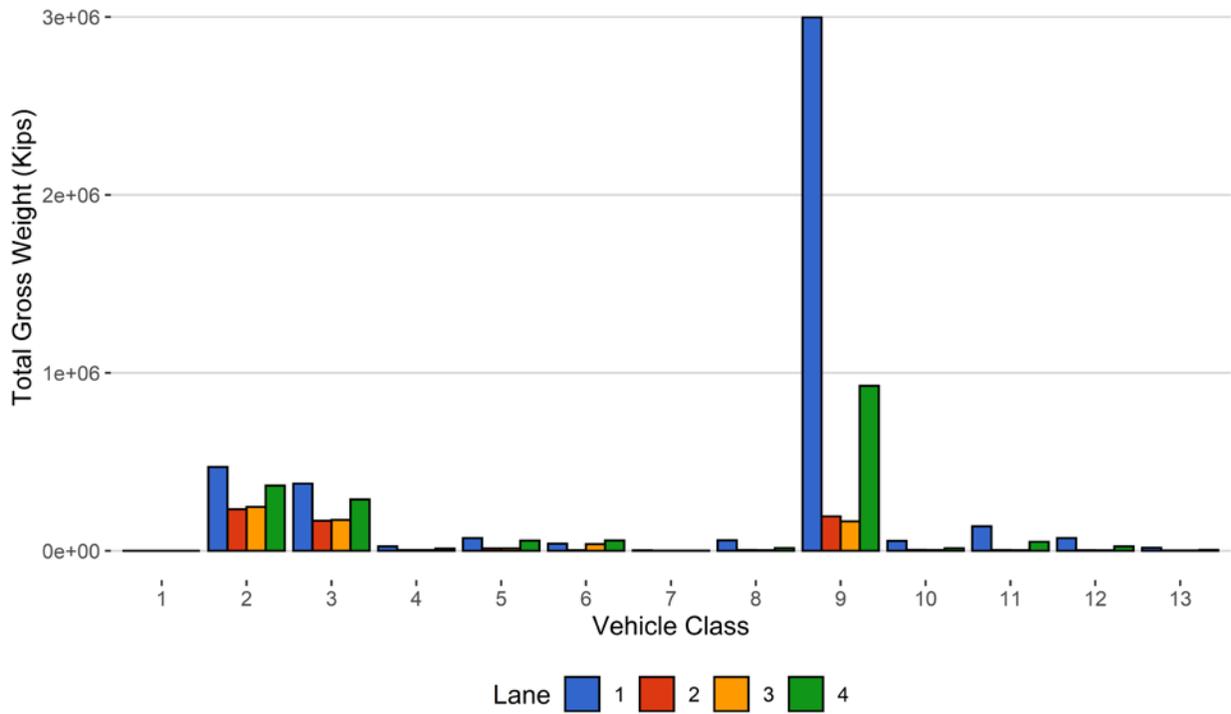


Figure 11 - Total Gross Vehicle Weight t

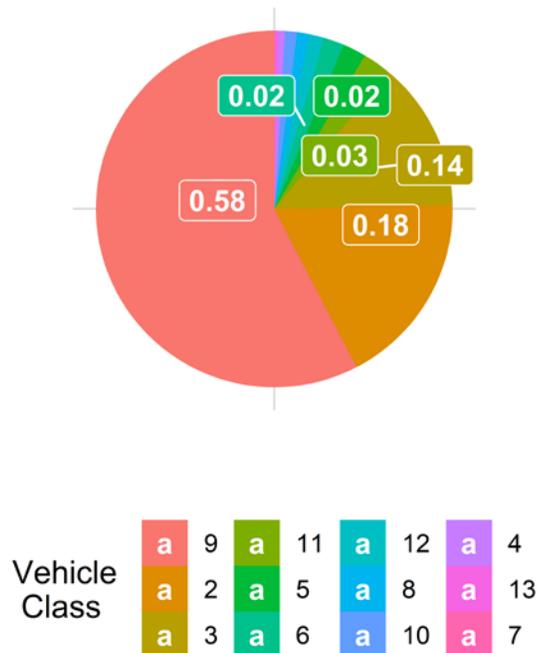


Figure 12 - Total ESALs by Class and Lane

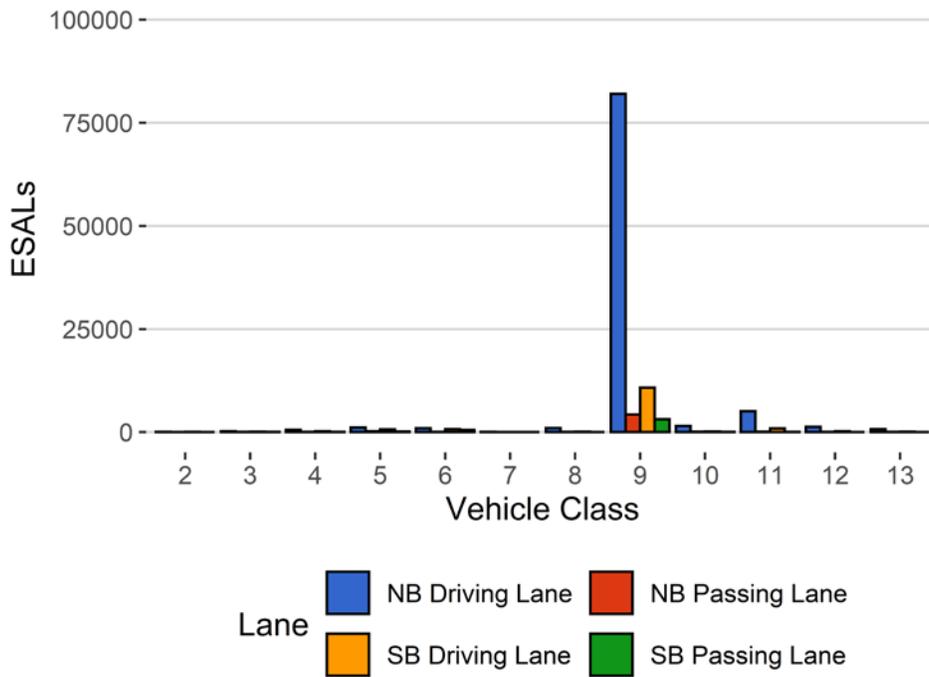


Figure 13 - ESALs by Class

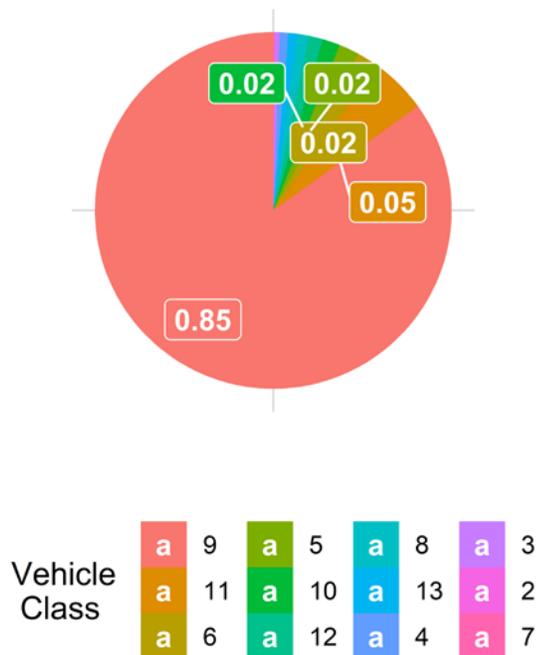


Table 1 Class 9 Front Axle Weight by Lane

<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>
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	NA	NA
January 2017	11.21	-8.63	11.22	-8.23	11.48	-10.37	NA	NA
February 2017	11.29	-8.03	11.03	-9.81	11.87	-7.30	NA	NA
March 2017	10.73	-12.57	11.33	-7.36	12.19	-4.83	NA	NA
April 2017	10.71	-12.77	11.39	-6.86	12.19	-4.81	NA	NA
May 2017	8.20	-33.19	11.48	-6.14	12.21	-4.62	NA	NA
July 2017	12.17	-0.87	11.70	-4.35	12.29	-4.01	NA	NA
August 2017	12.05	-1.80	11.58	-5.32	12.29	-4.07	NA	NA
September 2017	12.02	-2.06	11.46	-6.32	12.22	-4.57	NA	NA
October 2017	11.97	-2.50	11.37	-7.06	12.06	-5.83	NA	NA
November 2017	11.96	-2.57	11.21	-8.32	12.00	-6.30	NA	NA
December	11.53	-6.06	10.84	-11.40	11.37	-11.18	NA	NA

2017								
January 2018	11.62	-5.36	10.88	-11.06	10.56	-17.53	NA	NA
February 2018	11.69	-4.72	11.10	-9.22	11.35	-11.37	NA	NA
March 2018	11.67	-4.90	11.18	-8.61	11.45	-10.59	NA	NA
April 2018	11.80	-3.83	11.12	-9.07	11.71	-8.59	NA	NA
May 2018	11.94	-2.68	11.30	-7.65	11.86	-7.35	NA	NA
June 2018	11.88	-3.23	11.36	-7.14	11.75	-8.28	NA	NA
July 2018	11.67	-4.88	11.30	-7.63	11.46	-10.49	NA	NA
August 2018	11.75	-4.29	11.31	-7.52	11.49	-10.31	NA	NA
September 2018	11.75	-4.23	11.37	-7.07	11.56	-9.75	NA	NA
October 2018	11.82	-3.73	11.38	-6.97	11.72	-8.45	NA	NA
November 2018	12.14	-1.06	11.58	-5.37	11.30	-11.80	NA	NA
December 2018	12.26	-0.08	11.68	-4.53	11.75	-8.22	11.30	0.00
January 2019	12.30	0.25	11.75	-3.96	11.76	-8.16	11.25	-0.42
February 2019	12.43	1.26	11.74	-4.02	11.76	-8.15	10.35	-8.40
March 2019	12.24	-0.27	11.80	-3.50	12.05	-5.94	11.06	-2.10
April 2019	11.86	-3.40	11.42	-6.62	11.58	-9.61	10.98	-2.80
May 2019	11.79	-3.95	11.37	-7.07	11.44	-10.66	10.85	-3.96
June 2019	11.81	-3.79	11.40	-6.78	11.28	-11.92	10.77	-4.69
July 2019	11.91	-2.97	11.44	-6.50	11.29	-11.83	10.77	-4.70
August 2019	11.94	-2.72	11.46	-6.29	11.19	-12.66	10.79	-4.51
October 2019	12.22	-0.47	11.77	-3.77	11.50	-10.23	11.16	-1.20
November 2019	12.42	1.21	11.76	-3.86	11.68	-8.80	10.62	-5.96
December 2019	12.62	2.79	11.91	-2.62	11.65	-9.06	9.83	-12.98

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	0	0	0	0	0
2	10892	337642	55	0	0
3	5501	170521	27.8	0	0
4	52	1618	0.3	135	0.6
5	375	11629	1.9	202	0.9
6	165	5126	0.8	280	1.3
7	3	82	0	14	0.1
8	85	2635	0.4	106	0.5
9	2534	78559	12.8	19624	89.8
10	42	1303	0.2	496	2.3
11	107	3327	0.5	676	3.1
12	57	1761	0.3	153	0.7
13	8	245	0	178	0.8
TOTAL	19821	614448	100	21864	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>
2019-12-19	Thursday	13:00:24	10	NB	1	137.7
2019-12-19	Thursday	09:59:53	10	NB	1	128.27
2019-12-29	Sunday	15:44:30	10	NB	1	127.02
2019-12-12	Thursday	07:31:16	10	NB	1	123.11
2019-12-18	Wednesday	17:53:54	10	NB	1	122.32
2019-12-18	Wednesday	06:17:32	10	NB	1	122.01
2019-12-10	Tuesday	06:52:03	10	NB	1	121.95
2019-12-28	Saturday	10:47:49	10	NB	1	121.49
2019-12-22	Sunday	15:33:37	10	NB	1	121.34
2019-12-27	Friday	15:07:50	10	NB	1	120.17

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	890	85	9.6	27507	1147	7716
5	NB	8	5547	236	4.3	83425	1736	20469
6	NB	19	1394	101	7.2	40926	1809	8179
7	NB	11.5	47	0	0	2459	0	959
8	NB	31	1735	410	23.6	52840	10034	5883
9	NB	33	49357	1629	3.3	3141631	49599	783304
10	NB	33.5	839	102	12.2	57672	2667	16491
11	NB	36.5	2063	3	0.1	141401	106	33106
12	NB	36.5	1113	2	0.2	74307	55	16878
13	NB	31.5	159	0	0	18616	0	6804
TOTAL	****	****	63144	2568	****	3640786	****	899789
<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	582	83	14.3	15325	1080	3920
5	SB	8	5035	636	12.6	66305	4509	15557
6	SB	19	3270	543	16.6	86215	9128	17201
7	SB	11.5	28	0	0	1114	0	396
8	SB	31	663	397	59.9	9701	9489	727
9	SB	33	22127	5039	22.8	949317	143461	192706
10	SB	33.5	347	89	25.6	16378	2302	3867
11	SB	36.5	964	64	6.6	50566	2031	8858
12	SB	36.5	489	12	2.5	26346	364	4468
13	SB	31.5	64	0	0	6254	0	2119
TOTAL	****	****	33569	6863	****	1227519	****	249819
GRAND TOTAL	****	****	96713	9431	221	4868305	239518	1149607

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>
2	471224	233601	246419	366395	1317638	17.7
3	377351	169181	173330	288434	1008296	13.6
4	24836	3819	3986	12418	45059	0.6
5	71367	13794	13791	57023	155975	2.1
6	39568	3166	36946	58397	138077	1.9
7	2286	172	223	890	3572	0
8	58575	4299	3465	15725	82064	1.1
9	2997719	193511	165004	927774	4284009	57.6
10	55454	4886	3961	14718	79020	1.1
11	137285	4223	2744	49854	194104	2.6
12	71514	2848	2210	24500	101072	1.4
13	17056	1560	1065	5189	24870	0.3
TOTAL	4324234	635061	653144	1821317	7433756	100
GVW/LANE	58.17	8.54	8.79	24.5	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>
2	76	35	33	42	185	0.16	0.0012
3	194	68	62	91	415	0.35	0.0054
4	590	80	71	191	931	0.79	1.27
5	1126	212	166	663	2167	1.84	0.41
6	965	58	550	716	2289	1.94	0.98
7	54	2	6	12	75	0.06	1.9
8	1006	55	35	122	1218	1.03	1.02
9	81990	4280	3140	10799	100209	84.95	2.8
10	1521	97	66	176	1860	1.58	3.12
11	5066	124	66	883	6140	5.21	4.05
12	1263	41	25	204	1533	1.3	1.91
13	729	67	26	114	936	0.79	7.99
TOTAL	94580	5120	4246	14015	117960	100	25
ESALS/LANE	80.2	4.3	3.6	11.9	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>
Jan 2019	487834	15737	4015	363372	74.5	124461.6	25.5	90.2	9.8
Feb 2019	416210	14865	3548	316874	76.1	99336	23.9	79.5	20.5
Mar 2019	613996	19806	4476	475238	77.4	138757.9	22.6	89.2	10.8
Apr 2019	622152	20738	5022	471497	75.8	150655.1	24.2	90.2	9.8
May 2019	709546	22876	5082	552005	77.8	157540.7	22.2	90.2	9.8
Jun 2019	686644	23677	4860	540842	78.8	145802	21.2	89.9	10.1
Jul 2019	768661	25019	5111	610235	79.4	158425.9	20.6	90.1	9.9
Aug 2019	240018	26091	1599	190443	79.3	49574.6	20.7	89.6	10.4
Oct 2019	672240	21883	5358	506131	75.3	166109.4	24.7	90.8	9.2
Nov 2019	597113	19745	4016	476632	79.8	120481.4	20.2	89	11
Dec 2019	614448	19893	3429	508164	82.7	106284.4	17.3	89.1	10.9
TOTAL	6428862	-	-	5011433	-	1417429	-	-	-
AVERAGE	584442	20939	4229	455585	78	128857	22	89	11

###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>
Jan 2019	86706	5499	5287	42673	140165	92	8	24.5
Feb 2019	72647	9385	9155	15133	106321	83	17	28.9
Mar 2019	92512	6184	7553	47486	153736	91	9	18.4
Apr 2019	86654	6423	6036	53023	152135	92	8	7.3
May 2019	91061	6964	5033	49183	152240	92	8	5.3
Jun 2019	176618	12961	10162	92490	292231	92	8	4.5
Jul 2019	91591	6594	5331	48872	152388	92	8	5.7

Aug 2019	29154	2196	1581	15217	48149	92	8	7
Oct 2019	104633	6007	5713	61573	177926	93	7	25.9
Nov 2019	93746	5792	5120	28418	133077	92	8	36.2
Dec 2019	94774	5405	4379	14152	118709	92	8	46.4
TOTAL	1020095	73409	65349	468221	1627075	-	-	-
AVERAGE	92736	6674	5941	42566	147916	91	9	19

###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>
Jan 19	4012005	511041	576641	3010193	8109880
Feb 19	3284544	700572	739086	1454897	6179098
Mar 19	4500785	709560	829970	3433877	9474191
Apr 19	4509898	742684	726991	3902059	9881632
May 19	4834262	867450	774463	4004308	10480483
Jun 19	9449507	1765631	1640133	7758002	20613273
Jul 19	4918947	932684	882748	4107016	10841395
Aug 19	1547189	304382	281082	1274446	3407099
Oct 19	5008870	700113	780995	4357732	10847710
Nov 19	4321110	652709	682153	2503273	8159245
Dec 19	4329139	635498	655178	1826649	7446464
TOTAL	50716255	8522322	8569440	37632452	105440469
AVERAGE	4610569	774757	779040	3421132	9585497

###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>
Jan 2019	25015	5.4	21.2	4357	418
Feb 2019	19560	5.3	21.9	4272	330
Mar 2019	25828	4.4	19.3	3752	416
Apr 2019	22712	3.8	15.5	1573	371
May 2019	22698	3.3	14.8	1245	366
Jun 2019	43064	3.1	14.5	2202	754
Jul 2019	22559	3	14.5	1329	344
Aug 2019	7446	3.2	15.3	490	122
Oct 2019	29019	4.5	18.2	5298	591
Nov 2019	23969	4.3	21.3	6658	432
Dec 2019	21925	3.9	22.5	8093	351
TOTAL	263795	-	-	39269	4495
AVERAGE	23981.4	4	18.1	3569.9	408.6

###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>
Jan 2019	875454	561053	1436507	60.9	39.1
Feb 2019	776077	299212	1075289	72.2	27.8
Mar 2019	950521	649726	1600246	59.4	40.6
Apr 2019	937775	716687	1654462	56.7	43.3
May 2019	996962	675840	1672802	59.6	40.4
Jun 2019	1933485	1289473	3222958	60	40
Jul 2019	986698	682452	1669150	59.1	40.9
Aug 2019	316684	211182	527866	60	40
Oct 2019	1042989	793366	1836355	56.8	43.2
Nov 2019	914509	413797	1328307	68.8	31.2
Dec 2019	899789	249819	1149607	78.3	21.7
TOTAL	10630944	6542606	17173551	-	-
AVERAGE	966449.5	594782.4	1561231.9	62.9	37.1