

FEBRUARY 2018



05/18/2010



06/28/2010

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

MONTHLY  
REPORT

*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 February 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 <sup>1</sup>. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for lanes 1 and 4 but not lanes 2 and 3. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation <sup>2</sup>. Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

## Summary of Volume Statistics

Total Monthly Volume: 464482 | Passenger Vehicles: 348276 | Heavy Commercial Vehicles: 116206

Monthly Average Daily Traffic (MADT): 16589 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 4150

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 Tuesdays. SB vehicles typically reached highest volume levels on Sundays, with lowest volumes reported on Tuesdays (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 02 PM and 04 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 02 PM and 04 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 116206 HCVs, 4350 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 1% of total monthly volume, and 3.9% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Saturdays. SB overweight vehicles tended to reach highest volumes on Mondays, 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 71.6% 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 report <sup>4</sup>.

Using normal load limits ,211 NB vehicles exceeded 88,000 pounds (108 vehicles were Class 13's; 74 vehicles were Class 10's). Of vehicles traveling SB,

129 NB vehicles exceeded 88,000 pounds (71 vehicles were Class 13's; 33 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from February 2018.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in February 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 1111805 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (51.7%) than SB (48.3%). 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 464482 vehicles with a combined GVW of 7149139 kips (1 kip = 1,000 pounds = 0.5 tons) in February 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 88789 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 53.7% of all ESALs were recorded NB while 46.3% was observed SB. In particular, 83% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 67% of total GVW observed this month). See Table 6

and Figures 14-15 for more information on ESALs (Table 6 also provides flexible ESAL factors for each vehicle class using a terminal serviceability of 2.5 and a structural number of 5).

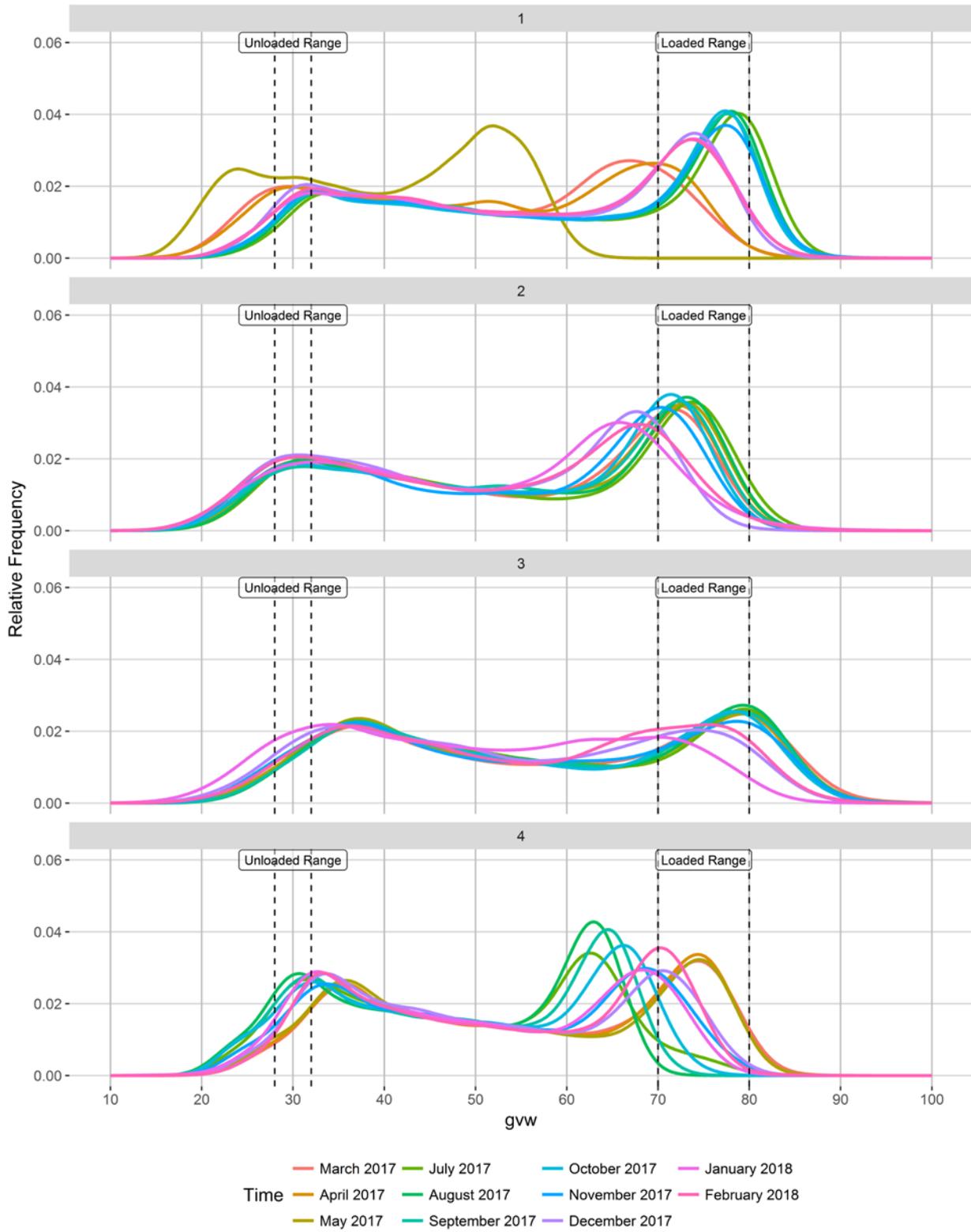
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

MnDOT's vehicle classification scheme and vehicle class groupings for traffic forecasting can be found at: <http://www.dot.state.mn.us/traffic/data/data-products.html#weight>

- <sup>1</sup> Front axle weights of Class 9s are monitored on a monthly basis to assure performance between calibrations. The current goal of the WIM scale calibration is to have each individual axle weight stay within a range of ±9% of baseline calibration values
- <sup>2</sup> Previous WIM research indicates that unloaded Class 9s typically weigh 28-32 kips, while loaded Class 9s generally fall in the 70-80 kip range. More recent data from several WIM sites suggests that the unloaded Class 9 range may have moved a little higher over time (due to increased presence of sleeper cabs, etc.), although these ranges are also thought to be site-specific.
- <sup>3</sup> An HCV is considered overweight during normal load limits in this report if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 80,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 20,000 pounds; tandem axles spaced 8' or less = 34,000 pounds; tridem axles spaced 9' or less = 43,000 pounds; quad axles spaced 13' or less = 51,000 pounds). Monthly reports use this standard regardless of the time of year however, the Winter Load Increase (WLI) allows a 10% across the board increase in axle and gross vehicle weights without a permit on US, state routes, and county roads. An HCV is considered overweight during Winter Load Increase(WLI) if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 88,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 22,000 pounds; tandem axles spaced 8' or less = 37,400 pounds; tridem axles spaced 9' or less = 47,300 pounds; quad axles spaced 13' or less = 56,100 pounds). An overweight HCV is only included once in the overweight volume calculations regardless of how many of the aforementioned conditions are violated. For information on MN weight limit dates and statutes: [http://www.mrr.dot.state.mn.us/research/seasonal\\_load\\_limits/sllindex.asp](http://www.mrr.dot.state.mn.us/research/seasonal_load_limits/sllindex.asp)
- <sup>4</sup> For example, Class 9s and 10s can legally have gross vehicle weights up to 80,000 lbs (with the exception of permitted loads) during normal load limits. To account for measurement error on the WIM scales, those exceeding 10% of the legal GVW maximum (or 1.1 times the legal GVW) should be screened (e.g., 80,000 lbs + 8,000 lbs = 88,000 lbs). Similarly during WLI vehicles weighing 96,800 lbs should be screened.

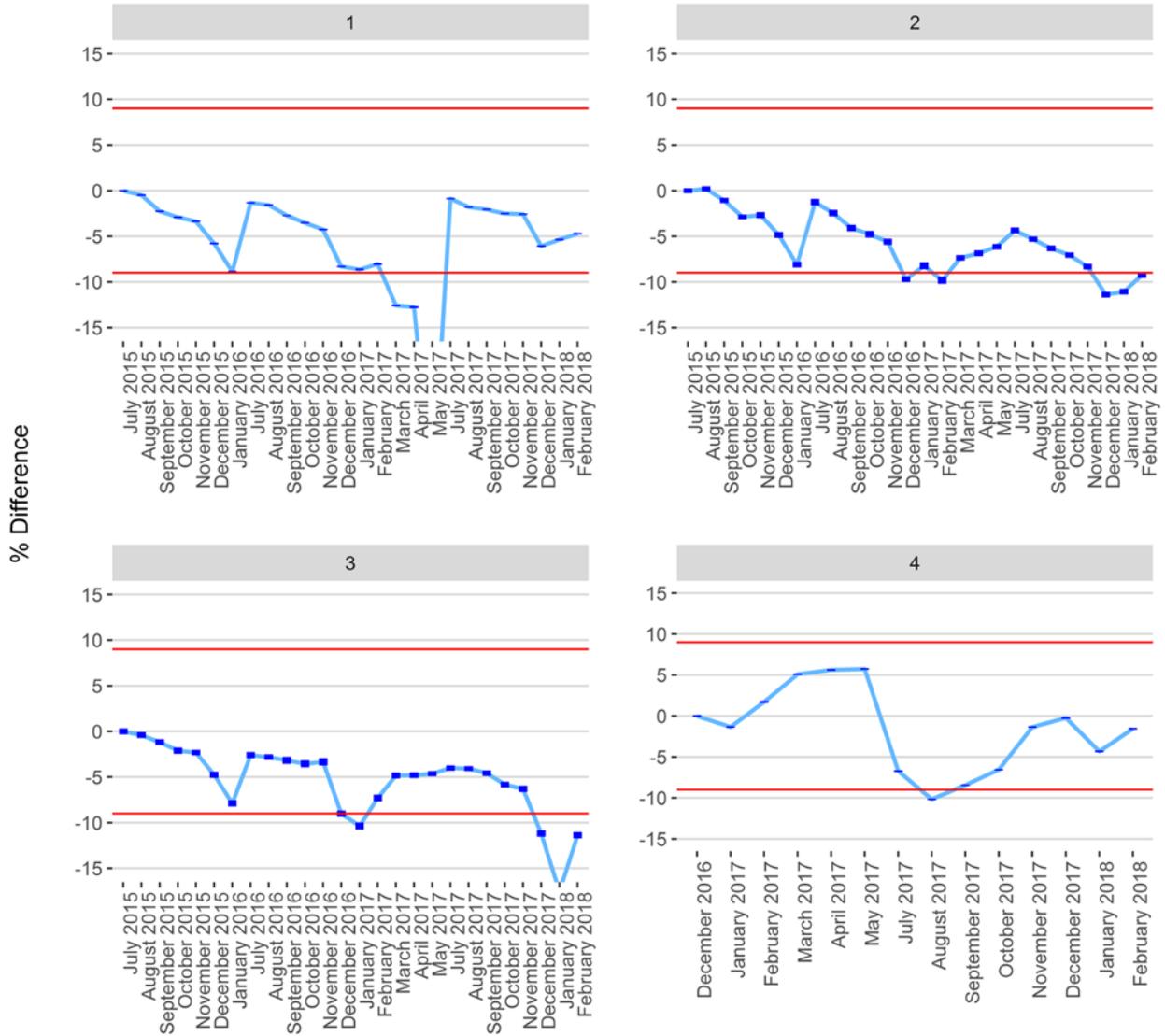
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Figure 1 - Monthly Class 9 GVW Histogram



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

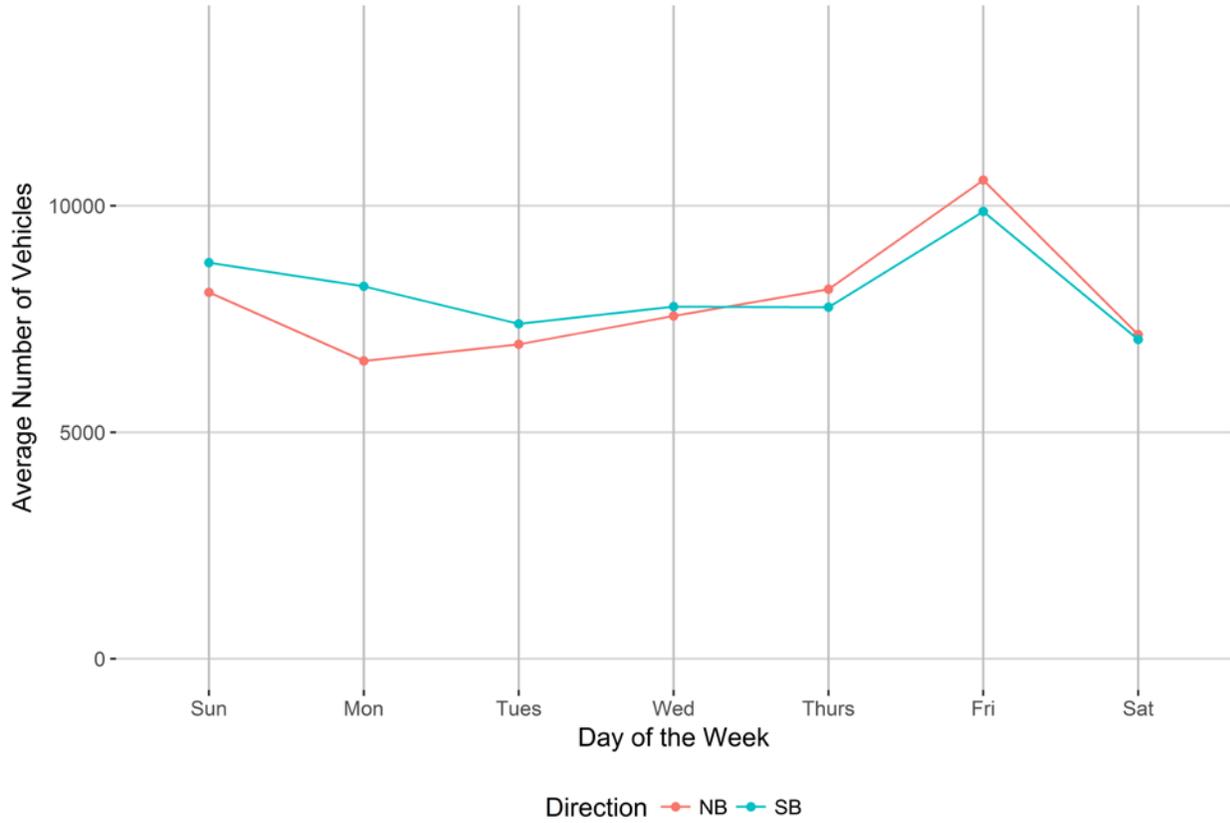


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

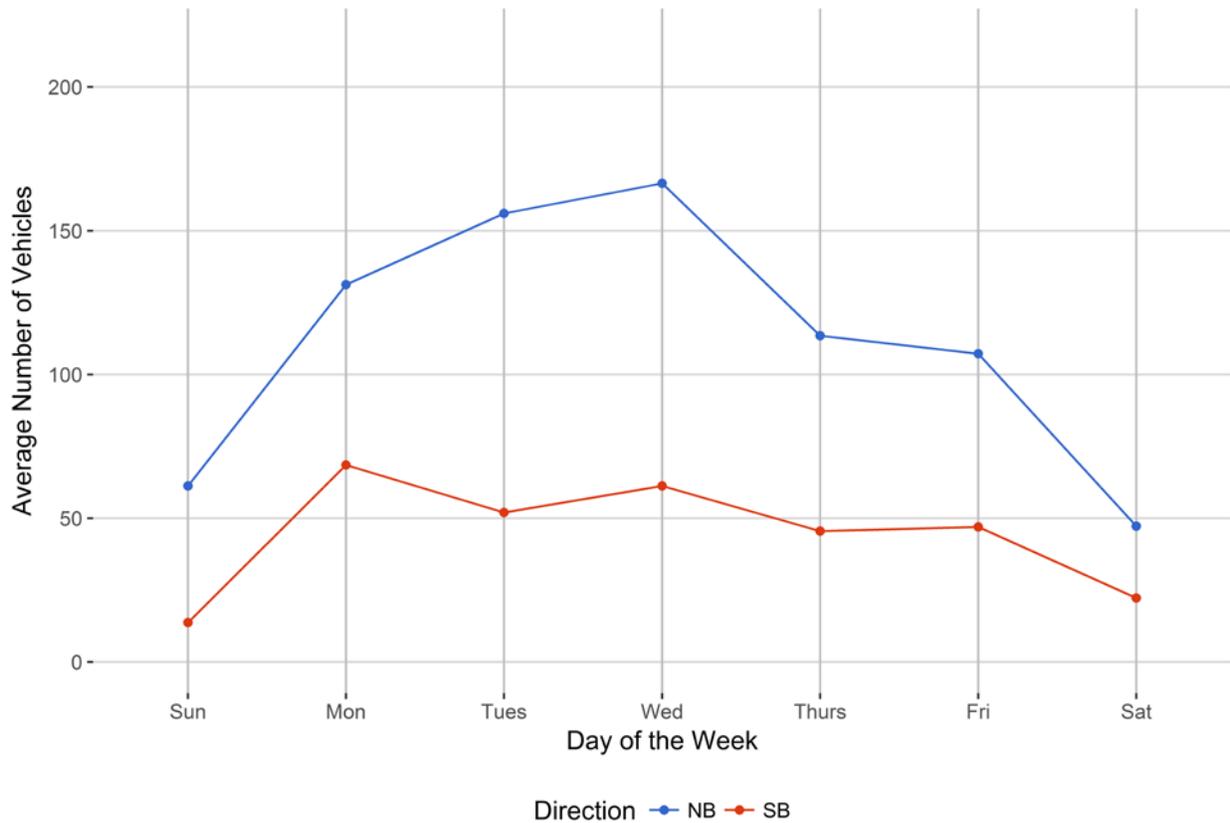


Figure 4 - Passenger Vehicles vs. Hour of the Day

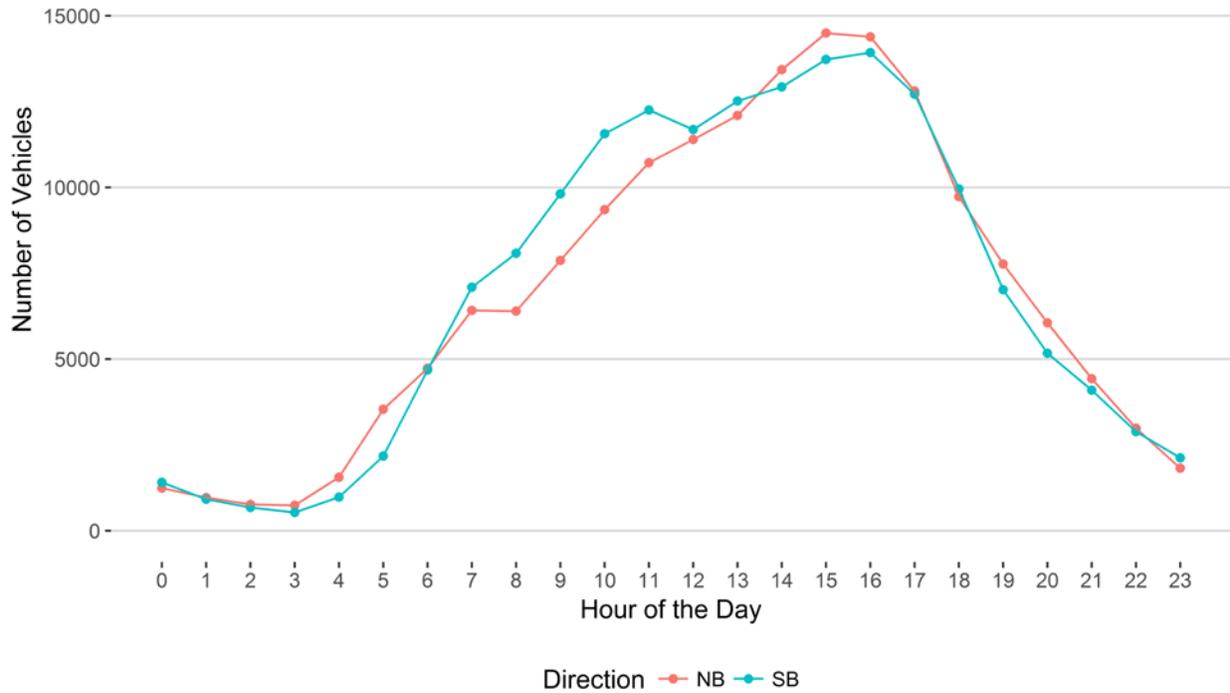


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

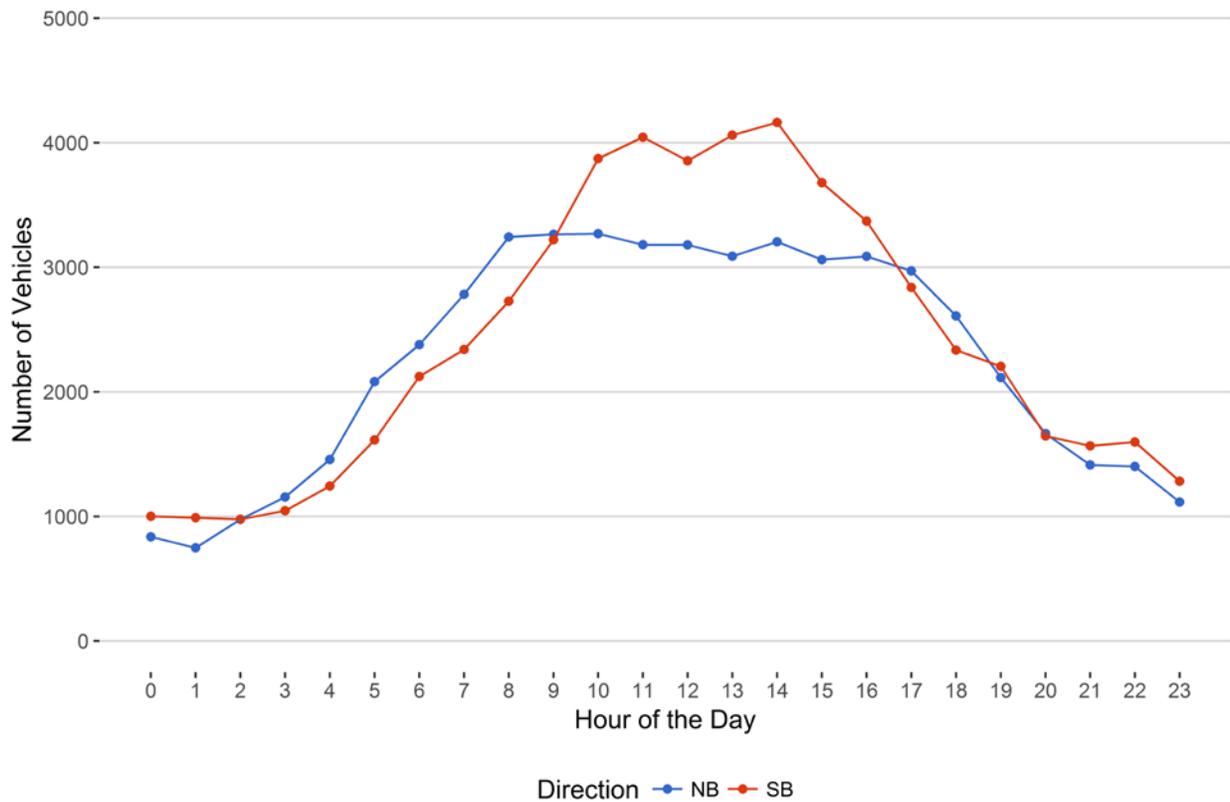


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

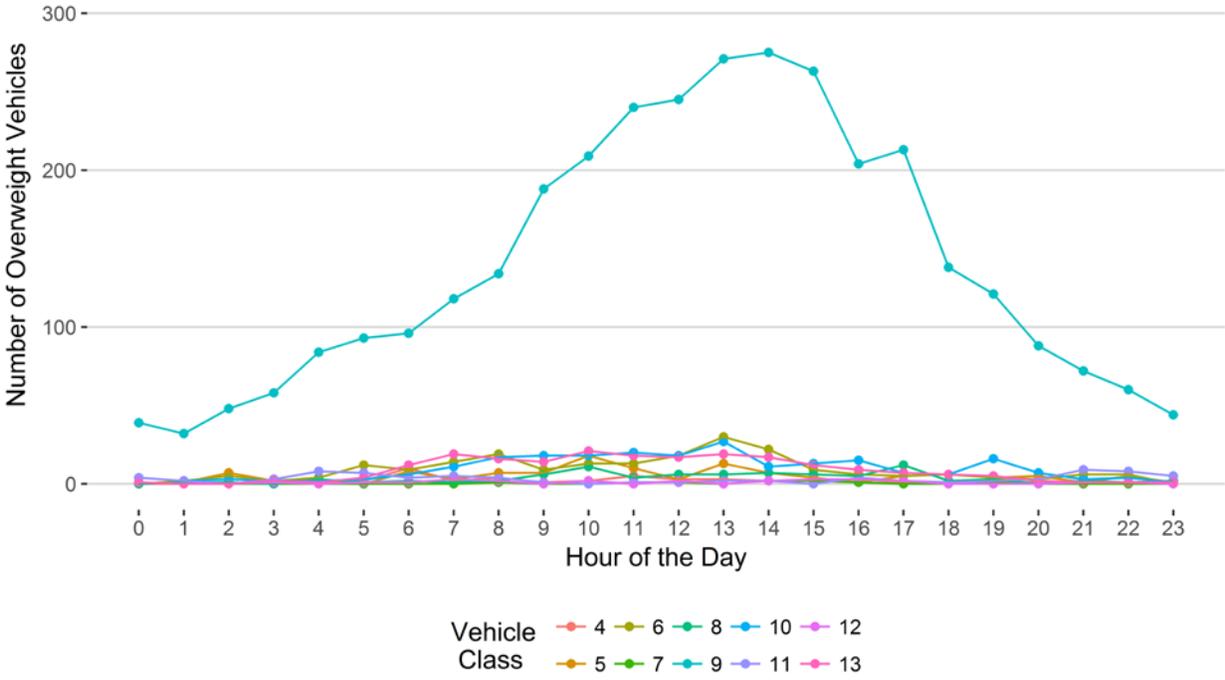


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

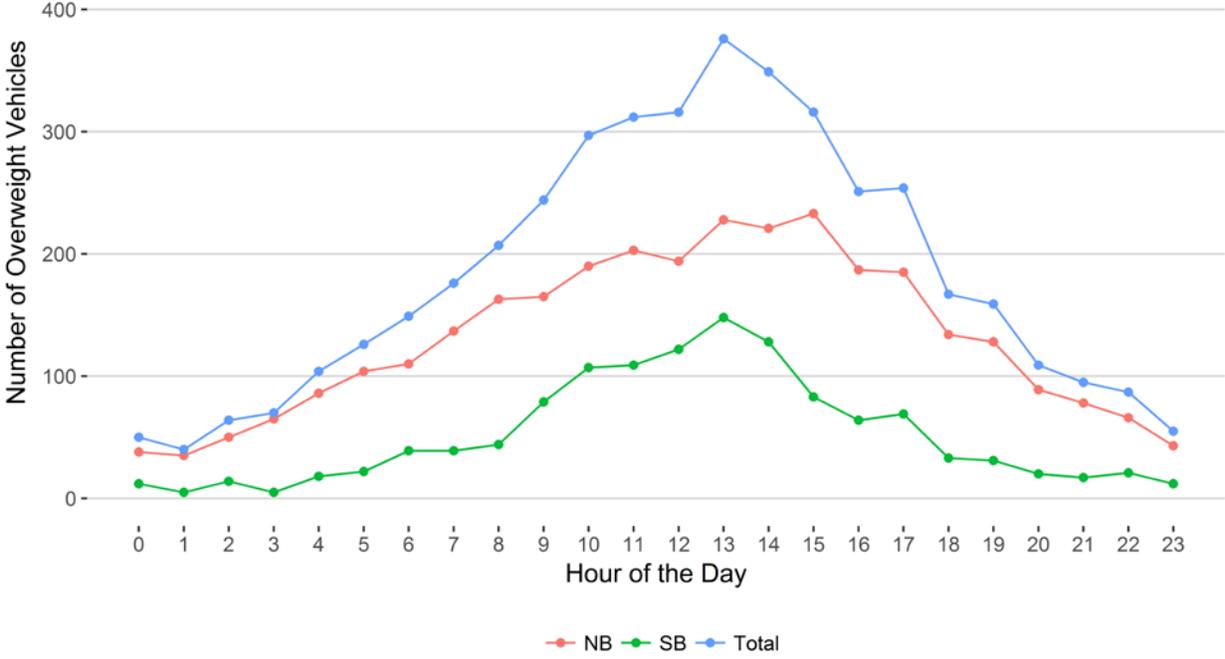
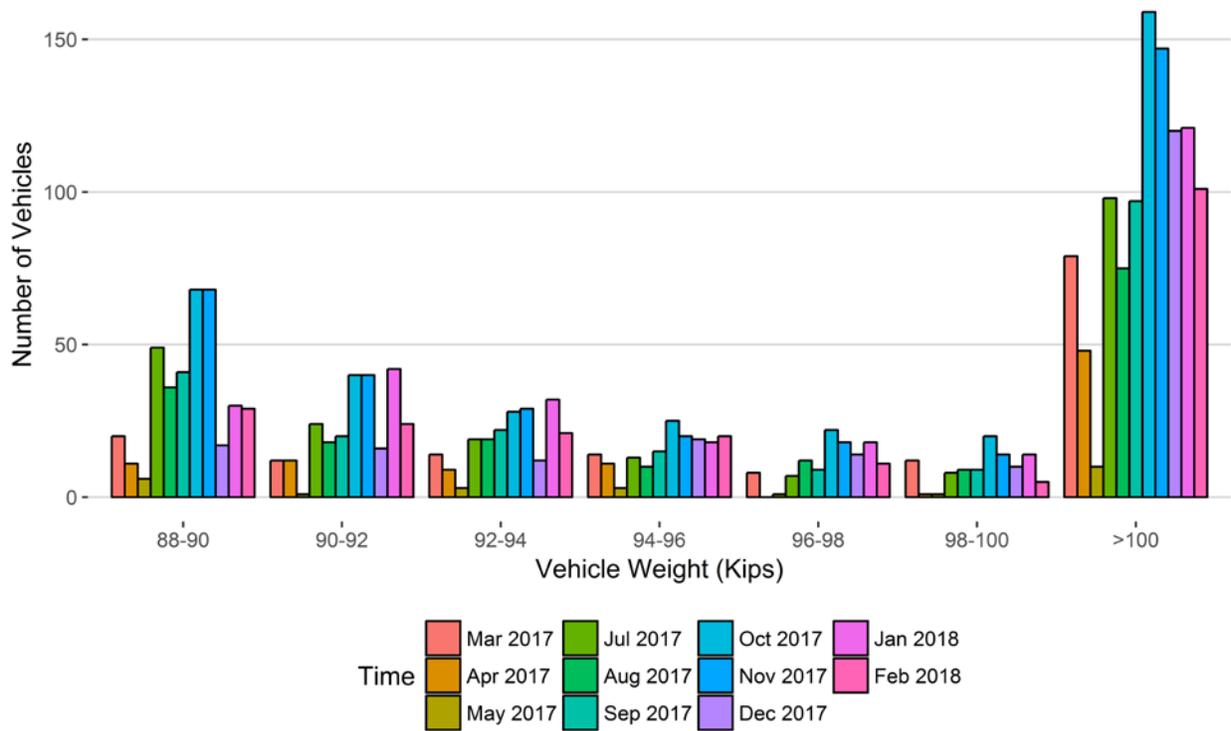
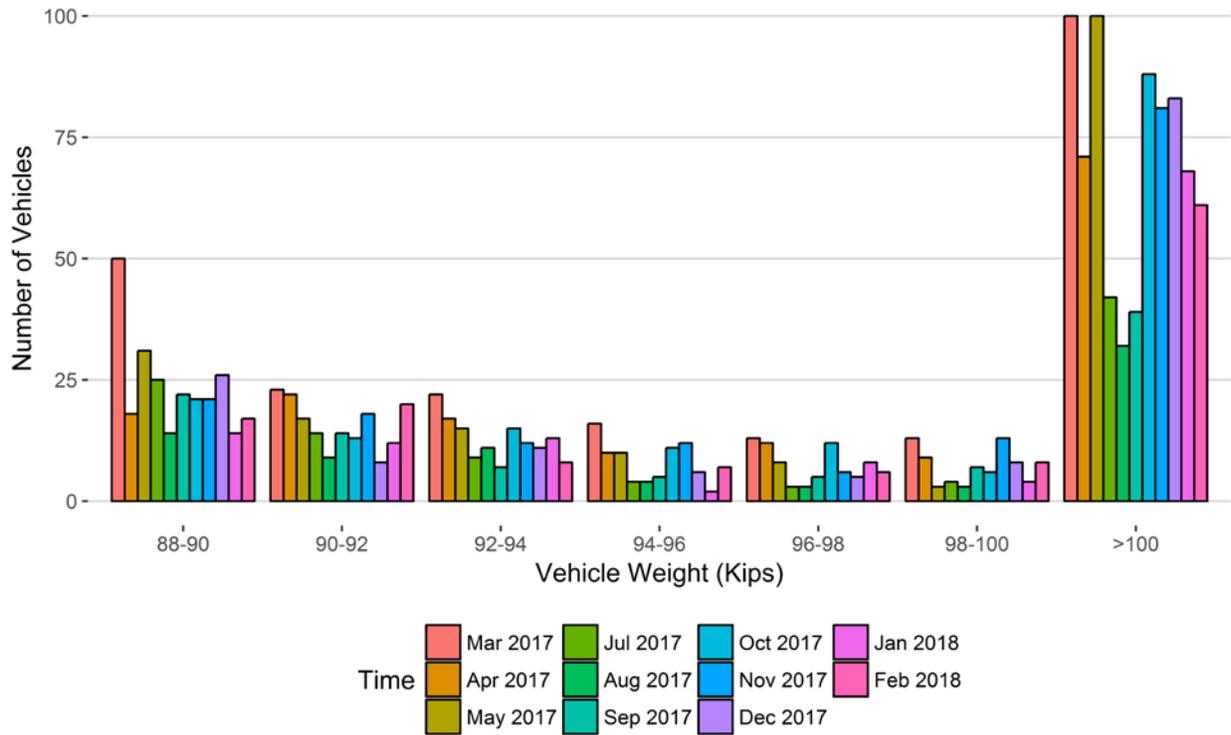


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Mar 2017	Apr 2017	May 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018
88-90	20	11	6	49	36	41	68	68	17	30	29
90-92	12	12	1	24	18	20	40	40	16	42	24
92-94	14	9	3	19	19	22	28	29	12	32	21
94-96	14	11	3	13	10	15	25	20	19	18	20
96-98	8	0	1	7	12	9	22	18	14	18	11
98-100	12	1	1	8	9	9	20	14	10	14	5
>100	79	48	10	98	75	97	159	147	120	121	101
Total	159	92	25	218	179	213	362	336	208	275	211

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



Vehicle Weights (Kips)	Mar 2017	Apr 2017	May 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018
88-90	50	18	31	25	14	22	21	21	26	14	17
90-92	23	22	17	14	9	14	13	18	8	12	20
92-94	22	17	15	9	11	7	15	12	11	13	8
94-96	16	10	10	4	4	5	11	12	6	2	7
96-98	13	12	8	3	3	5	12	6	5	8	6
98-100	13	9	3	4	3	7	6	13	8	4	8
>100	100	71	100	42	32	39	88	81	83	68	61
Total	237	159	184	101	76	99	166	163	147	121	127

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

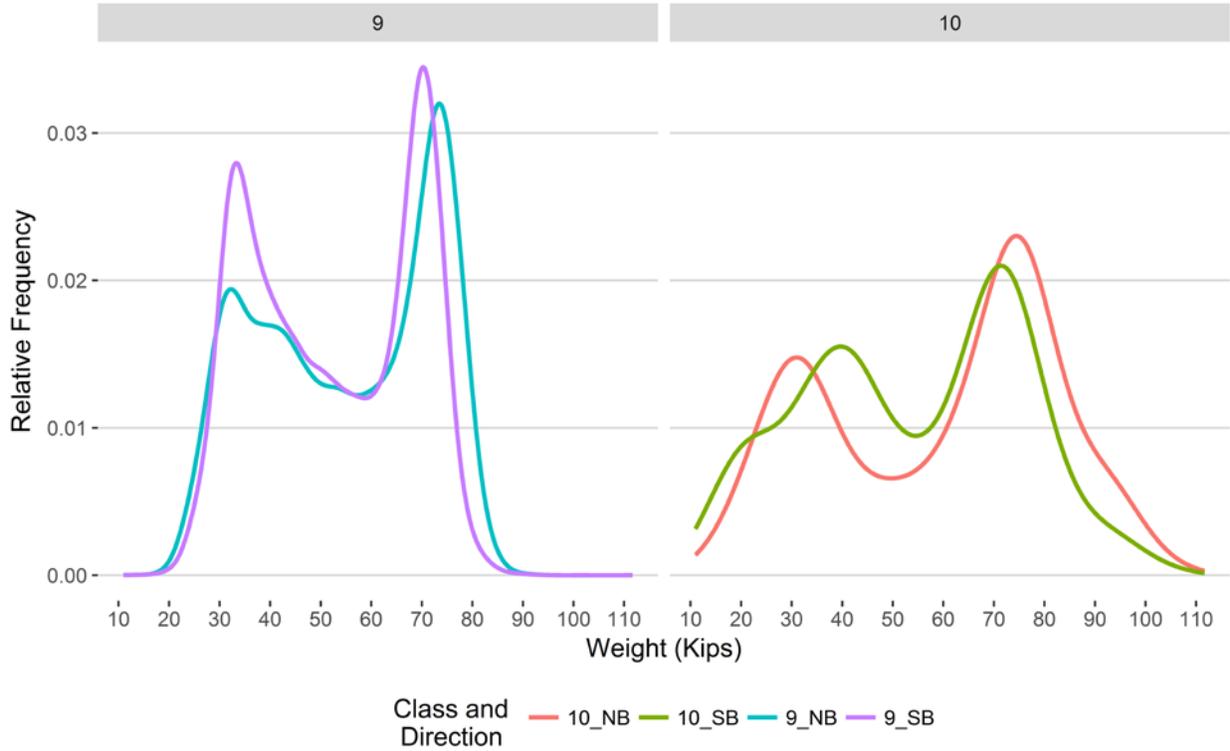


Figure 9 - Freight Percentage by Direction and Class

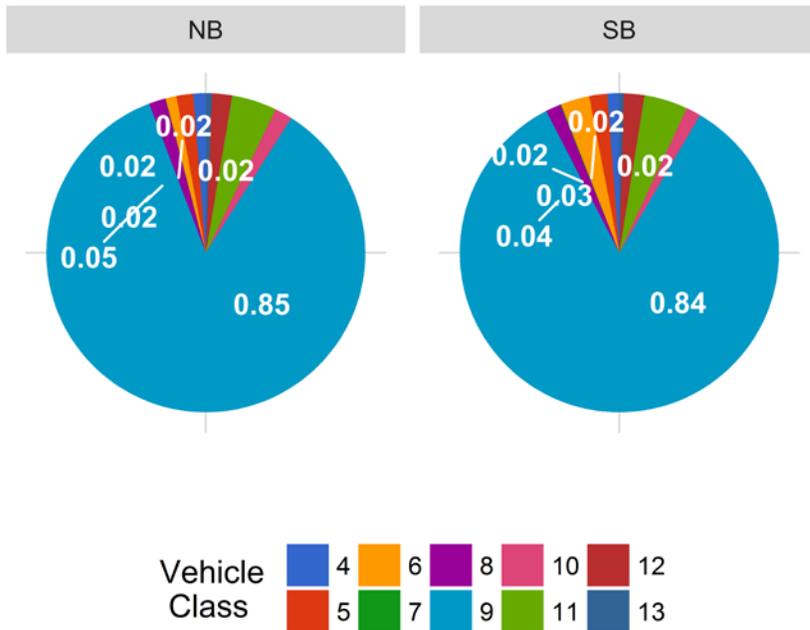


Figure 9 - Freight Percentage by Direction and Class

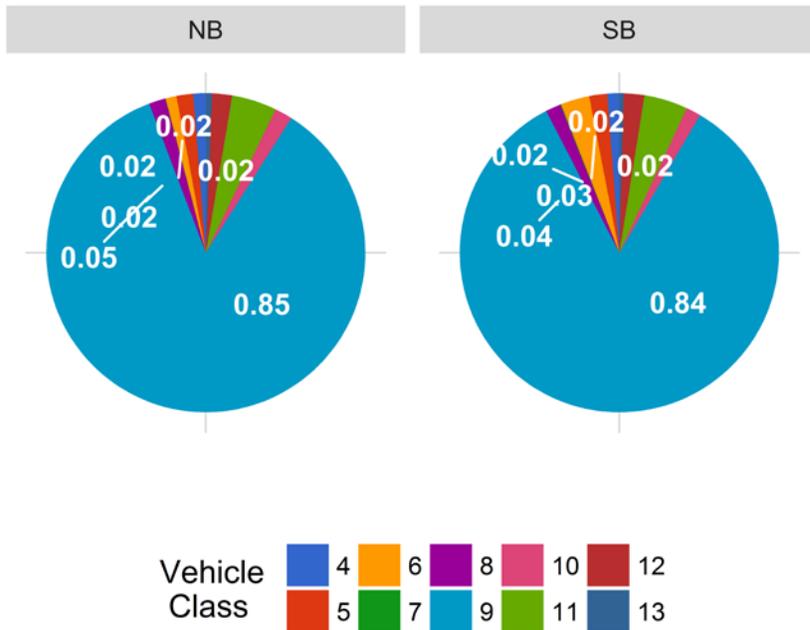


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

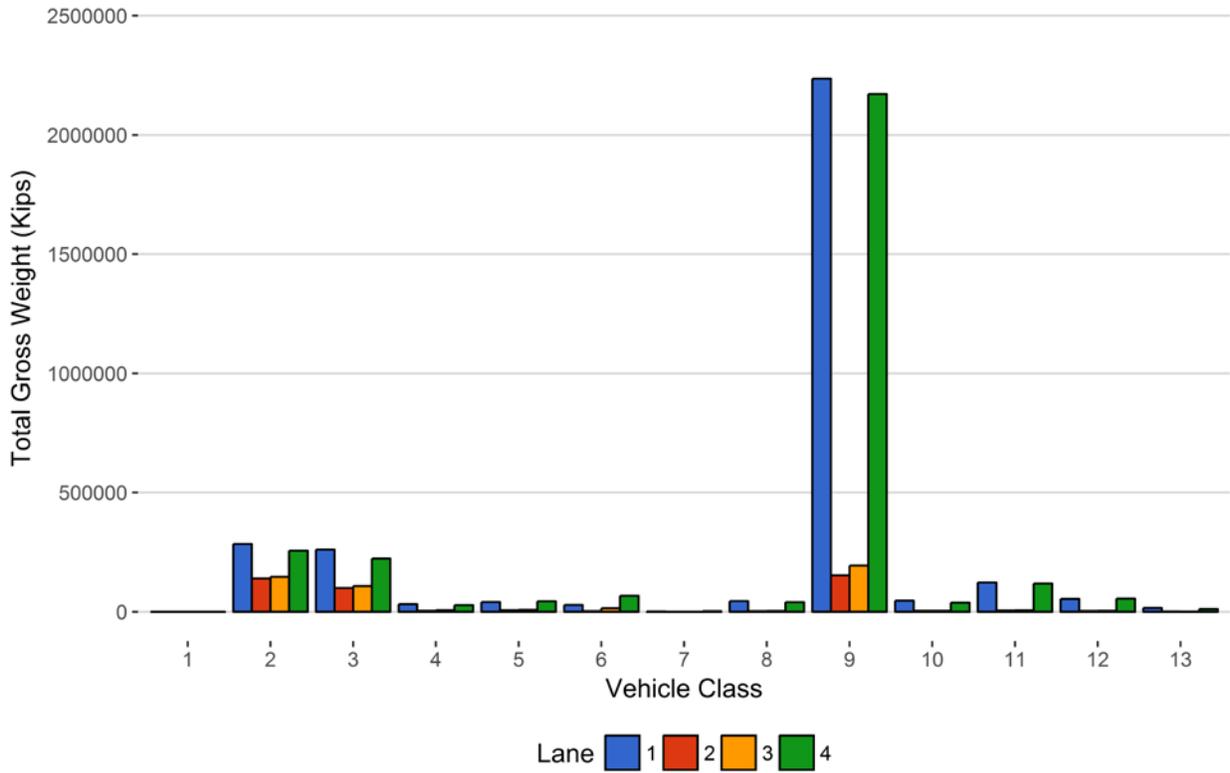


Figure 11 - Total Gross Vehicle Weight I

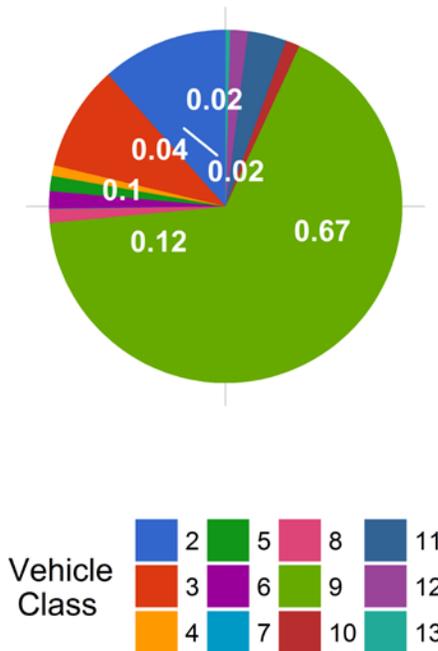


Figure 12 - Total ESALs by Class and Lane

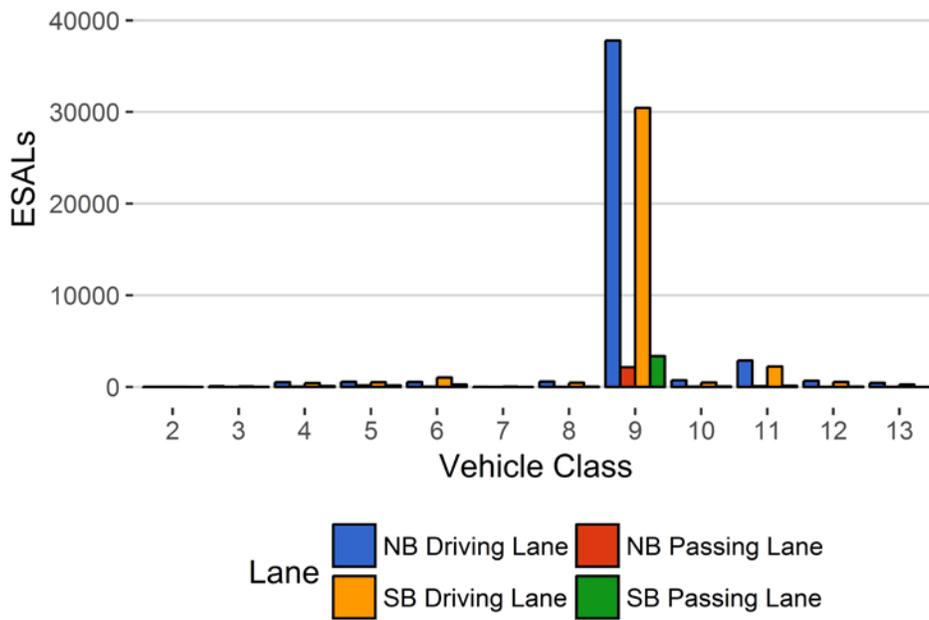
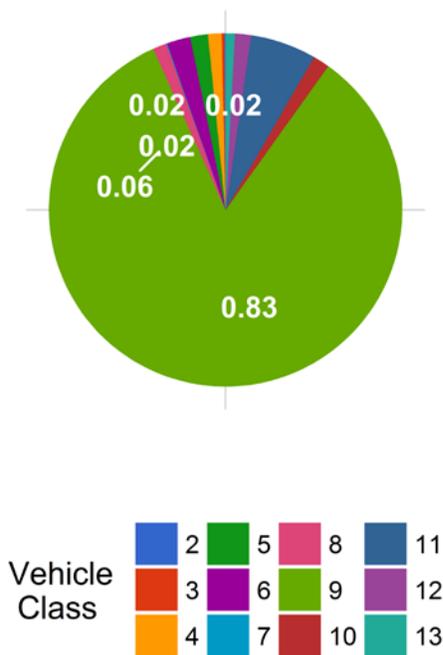


Figure 13 - ESALs by Class



**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

**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	8120	227348	48.9	0	0
3	4319	120928	26	0	0
4	89	2492	0.5	44	1
5	241	6750	1.5	120	2.8
6	142	3971	0.9	217	5
7	3	88	0	10	0.2
8	104	2906	0.6	84	1.9
9	3263	91369	19.7	3333	76.6
10	60	1677	0.4	234	5.4
11	163	4573	1	78	1.8
12	74	2060	0.4	25	0.6
13	11	319	0.1	205	4.7
<b>TOTAL</b>	<b>16589</b>	<b>464482</b>	<b>100</b>	<b>4350</b>	<b>100</b>

**Table 3 Top 10 Gross Vehicle Weight, Class 9 and 10**

<i>Date</i>	<i>Day of Week</i>	<i>Time</i>	<i>Vehicle Class</i>	<i>Direction</i>	<i>Lane</i>	<i>GVW (lbs)</i>
2018-02-28	Wednesday	13:36:54	9	SB	4	139.3
2018-02-23	Friday	09:19:41	9	SB	4	139.05
2018-02-11	Sunday	15:48:41	9	SB	4	134.13
2018-02-19	Monday	09:43:01	9	SB	4	133.85
2018-02-26	Monday	10:43:53	9	SB	4	129.04
2018-02-05	Monday	11:11:08	9	SB	4	127.43
2018-02-02	Friday	04:43:44	9	SB	4	127.13
2018-02-08	Thursday	15:28:34	9	SB	4	127
2018-02-19	Monday	06:56:51	9	SB	4	126.78
2018-02-27	Tuesday	09:19:47	9	SB	4	124.57

**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	1229	133	10.8	33841	1739	8701
5	NB	8	3043	354	11.6	44712	2516	11600
6	NB	19	1112	357	32.1	24714	6008	5184
7	NB	11.5	29	0	0	1188	0	427
8	NB	31	1463	730	49.9	28601	18701	2939
9	NB	33	43243	6047	14	2214007	175004	493270
10	NB	33.5	844	185	21.9	45288	4958	11606
11	NB	36.5	2178	57	2.6	125977	1897	24280
12	NB	36.5	970	37	3.8	56064	1204	11005
13	NB	31.5	176	2	1.1	16974	40	5747
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>54287</b>	<b>7902</b>	<b>****</b>	<b>2591367</b>	<b>****</b>	<b>574758</b>
<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	SB	15	1175	152	12.9	32167	1940	8411
5	SB	8	3468	542	15.6	47620	3766	12106
6	SB	19	2718	489	18	73886	8351	15768
7	SB	11.5	56	0	0	2404	0	880
8	SB	31	1340	566	42.2	29428	13920	2717
9	SB	33	44889	6247	13.9	2178419	186412	451617
10	SB	33.5	774	155	20	38349	3673	8806
11	SB	36.5	2233	124	5.6	120542	3969	21782
12	SB	36.5	1017	19	1.9	58298	648	10936
13	SB	31.5	132	1	0.8	12174	20	4024
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>57802</b>	<b>8295</b>	<b>****</b>	<b>2593289</b>	<b>****</b>	<b>537046</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>112089</b>	<b>16197</b>	<b>279</b>	<b>5184656</b>	<b>434766</b>	<b>1111805</b>

**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	283955	139897	146226	256138	826216	11.6
3	260891	99165	107575	223066	690697	9.7
4	31904	3676	6084	28023	69688	1
5	40548	6681	7499	43888	98615	1.4
6	28224	2498	15100	67137	112959	1.6
7	1048	140	67	2337	3592	0.1
8	44692	2610	2976	40373	90650	1.3
9	2236064	152947	193429	2171402	4753842	66.6
10	46705	3541	3728	38293	92268	1.3
11	122779	5095	5985	118526	252385	3.5
12	53950	3318	3920	55026	116214	1.6
13	15942	1072	685	11510	29208	0.4
<b>TOTAL</b>	<b>3166702</b>	<b>420640</b>	<b>493274</b>	<b>3055719</b>	<b>7136335</b>	<b>100</b>
<b>GVW/LANE</b>	<b>44.37</b>	<b>5.89</b>	<b>6.91</b>	<b>42.82</b>	<b>100</b>	<b>0</b>

**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	35	16	14	25	90	0.1	8e-04
3	96	29	31	68	225	0.25	0.0039
4	532	54	104	417	1107	1.25	0.92
5	560	180	162	525	1428	1.61	0.44
6	557	42	281	1028	1908	2.16	1
7	21	2	2	50	74	0.08	1.7
8	586	27	42	459	1115	1.26	0.8
9	37789	2160	3366	30450	73765	83.4	1.67
10	742	49	63	482	1336	1.51	1.65
11	2878	88	137	2236	5338	6.04	2.42
12	678	34	56	545	1313	1.48	1.32
13	441	17	14	277	748	0.85	4.71
<b>TOTAL</b>	<b>44916</b>	<b>2697</b>	<b>4271</b>	<b>36563</b>	<b>88447</b>	<b>100</b>	<b>17</b>
<b>ESALS/LANE</b>	<b>50.8</b>	<b>3</b>	<b>4.8</b>	<b>41.3</b>	<b>100</b>	<b>--</b>	<b>--</b>

**Table 7 Site Summary: Volume and Vehicle Class**

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCAD T</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>	<i>Heavy Commercial Vehicles in Driving Lane %</i>	<i>Heavy Commercial Vehicles in Passing Lane %</i>
Mar 2017	632985	20419	4490	493794	78	139190.8	22	93	7
Apr 2017	619077	20636	4364	488166	78.9	130911.1	21.1	93.2	6.8
May 2017	675745	21798	4625	532367	78.8	143377.7	21.2	92.8	7.2
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
<b>TOTAL</b>	<b>6964618</b>	<b>--</b>	<b>--</b>	<b>5517681</b>	<b>--</b>	<b>1446937</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>AVERAGE</b>	<b>633147</b>	<b>20757</b>	<b>4318</b>	<b>501607</b>	<b>79</b>	<b>131540</b>	<b>21</b>	<b>92</b>	<b>8</b>

## 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>
Mar 2017	42106	3218	5622	53354	104300	92	8	0.7
Apr 2017	40365	2810	4913	48982	97070	92	8	0.5
May 2017	15667	3203	5926	52125	76921	88	12	0.6
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
<b>TOTAL</b>	<b>665636</b>	<b>33607</b>	<b>59214</b>	<b>412702</b>	<b>1171160</b>	--	--	--
<b>AVERAGE</b>	<b>60512</b>	<b>3055</b>	<b>5383</b>	<b>37518</b>	<b>106469</b>	<b>92</b>	<b>8</b>	<b>1</b>

## 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>
Mar 2017	3275872	466854	698236	2966421	7407383
Apr 2017	3170037	420956	496963	3061183	7149139
May 2017	3731557	578531	674177	3879313	8863579
Jul 2017	3605114	559288	639617	3607842	8411861
Aug 2017	3130326	613143	757969	3902581	8404019
Sep 2017	4253488	719594	871398	3030735	8875215
Oct 2017	4432717	728852	896071	3276409	9334050
Nov 2017	3995653	604537	753105	3271699	8624994
Dec 2017	4193508	627103	742411	3610520	9173542
Jan 2018	3855881	557231	673377	3560603	8647091
Feb 2018	3245594	531065	608746	3263953	7649358
<b>TOTAL</b>	<b>40889748</b>	<b>6407153</b>	<b>7812071</b>	<b>37431258</b>	<b>92540231</b>
<b>AVERAGE</b>	<b>3717250</b>	<b>582468</b>	<b>710188</b>	<b>3402842</b>	<b>8412748</b>

## Overweight Vehicles

<i>Month</i>	<i>Total Number of Overweight Vehicles</i>	<i>Overweight / Total Volume</i>	<i>Overweight / Heavy Commercial Volume</i>	<i>Number Over 88,000 lbs</i>	<i>Number Over 98,000 lbs</i>
Mar 2017	5445	0.9	4	400	206
Apr 2017	4379	0.7	3.4	252	129
May 2017	3906	0.6	2.8	211	115
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
<b>TOTAL</b>	<b>72984</b>	<b>--</b>	<b>--</b>	<b>4016</b>	<b>2119</b>
<b>AVERAGE</b>	<b>6634.9</b>	<b>1.1</b>	<b>5.2</b>	<b>365.1</b>	<b>192.6</b>

## 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>
Mar 2017	603763	707011	1310774	46.1	53.9
Apr 2017	575680	649897	1225578	47	53
May 2017	331104	696511	1027615	32.2	67.8
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
<b>TOTAL</b>	<b>7016695</b>	<b>6203349</b>	<b>13220044</b>	--	--
<b>AVERAGE</b>	<b>637881.4</b>	<b>563940.8</b>	<b>1201822.2</b>	<b>52.7</b>	<b>47.3</b>