

MARCH 2018



05/18/2010

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

MONTHLY
REPORT



06/28/2010

Your Destination...Our Priority



WIM Site Location

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

System Operation

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

System Calibration

WIM #26 was most recently calibrated on 2016-11-23. Table 1 summarizes the front axle weights of class 9s by lane ¹. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for all lanes except lane 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 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: 610968 | Passenger Vehicles: 482021 | Heavy Commercial Vehicles: 128947

Monthly Average Daily Traffic (MADT): 19709 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 4160

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 128947 HCVs, 5102 of them were overweight ³. These overweight HCVs contributed to 0.9% of total monthly volume, and 4.1% 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 Tuesdays, 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 66.1% 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 ⁴.

Using normal load limits ,165 NB vehicles exceeded 88,000 pounds (87 vehicles were Class 13's; 54 vehicles were Class 10's). Of vehicles traveling SB,

149 NB vehicles exceeded 88,000 pounds (99 vehicles were Class 13's; 27 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from March 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in March 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 1276539 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (51%) than SB (49%). 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 610968 vehicles with a combined GVW of 8458855 kips (1 kip = 1,000 pounds = 0.5 tons) in March 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 104199 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 52.3% of all ESALs were recorded NB while 47.7% was observed SB. In particular, 83% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 63% 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).

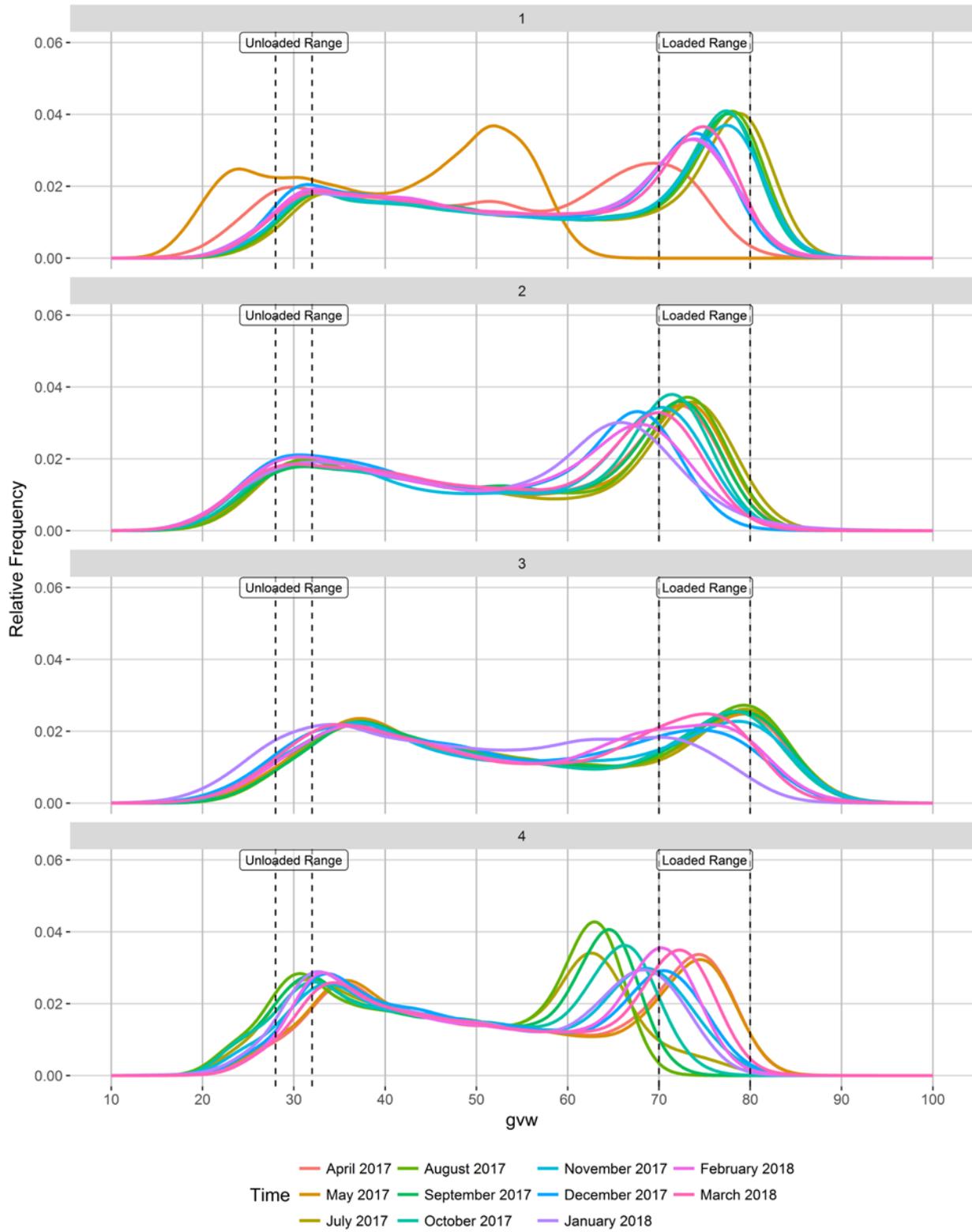
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

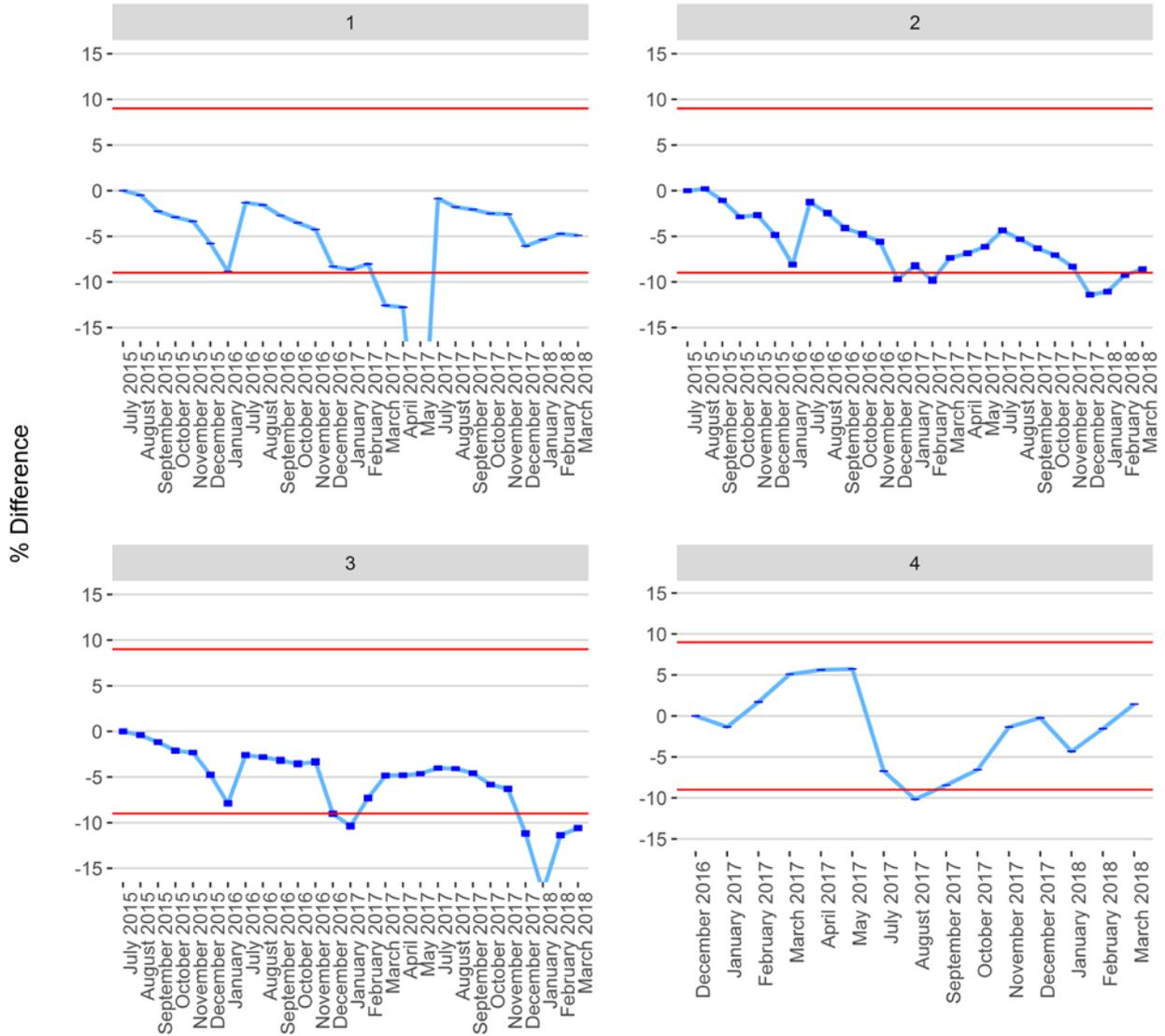
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

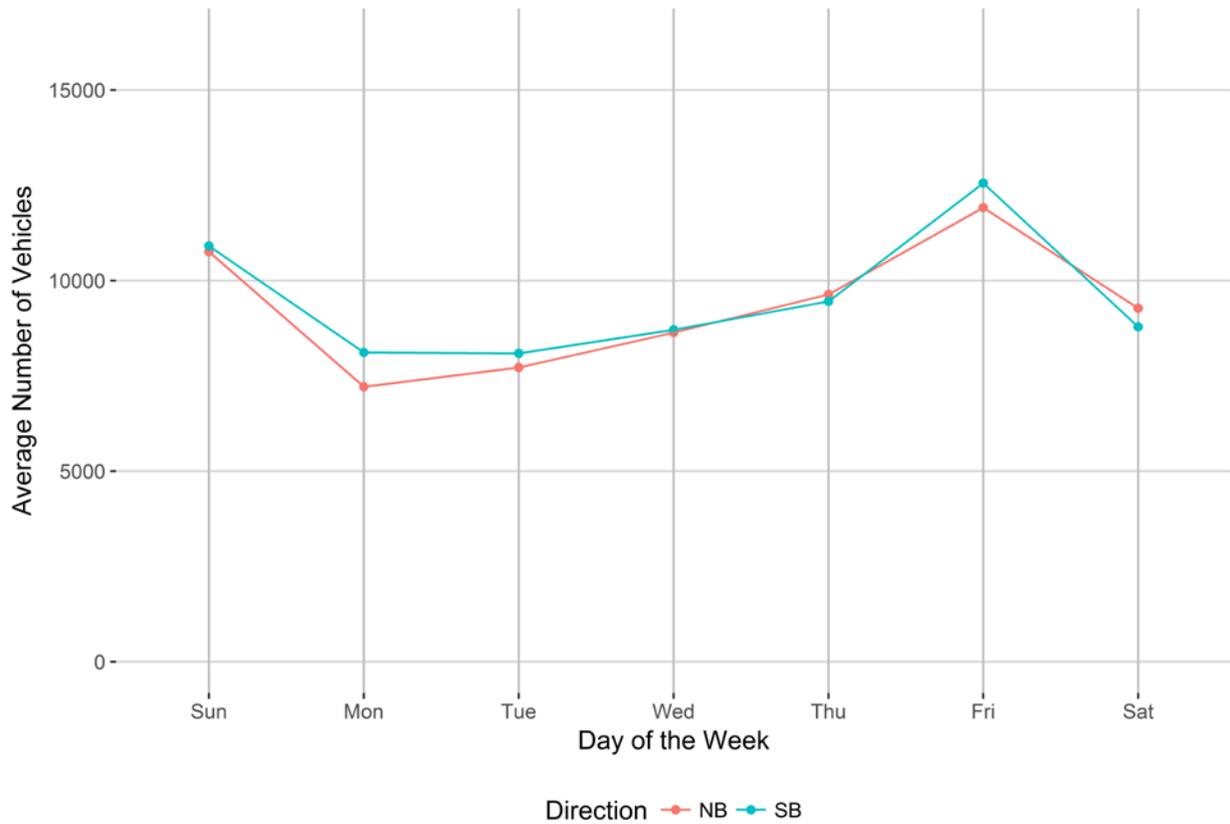


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

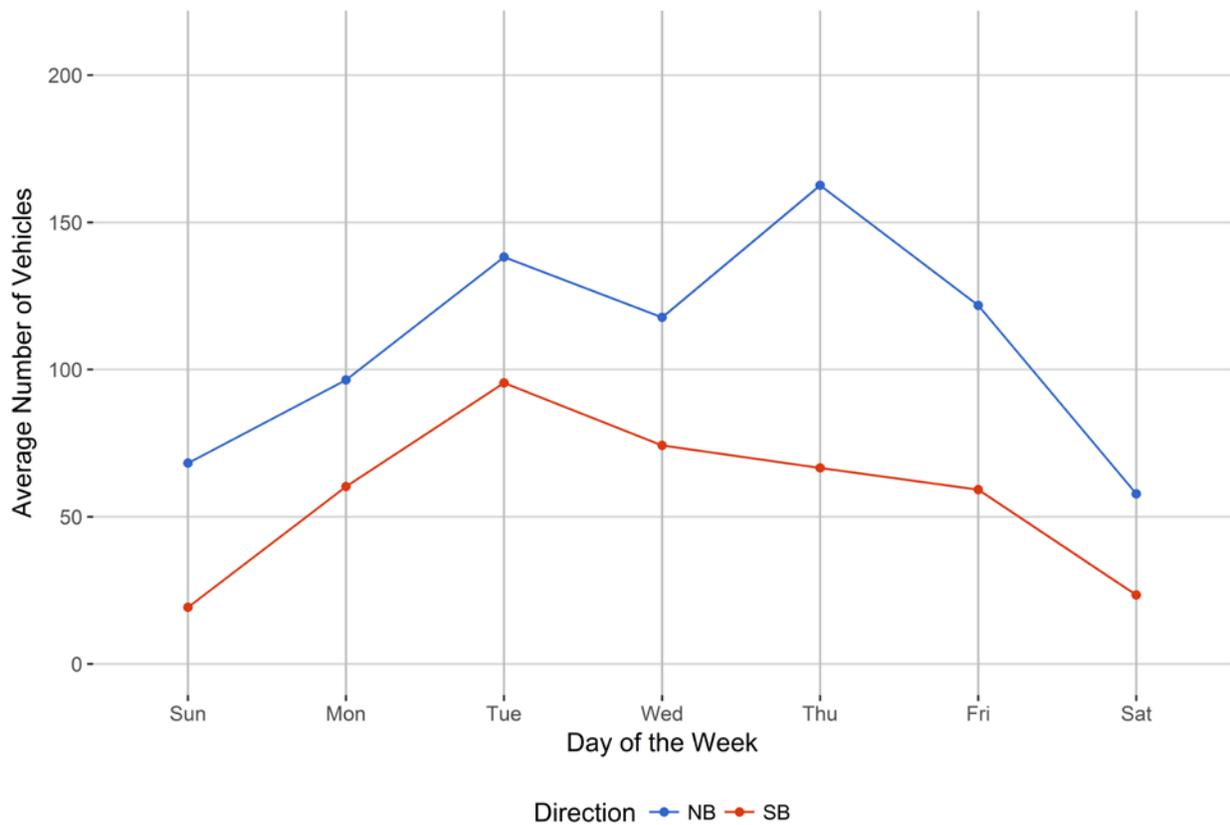


Figure 4 - Passenger Vehicles vs. Hour of the Day

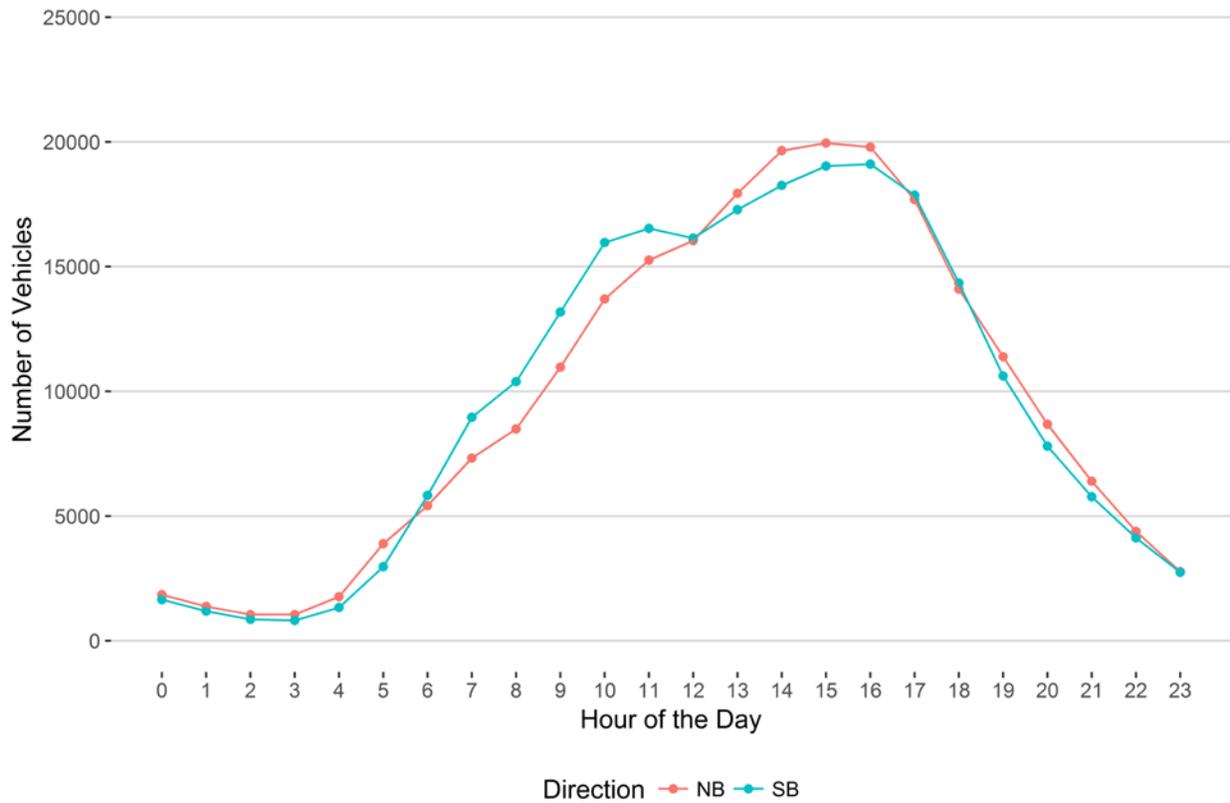


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

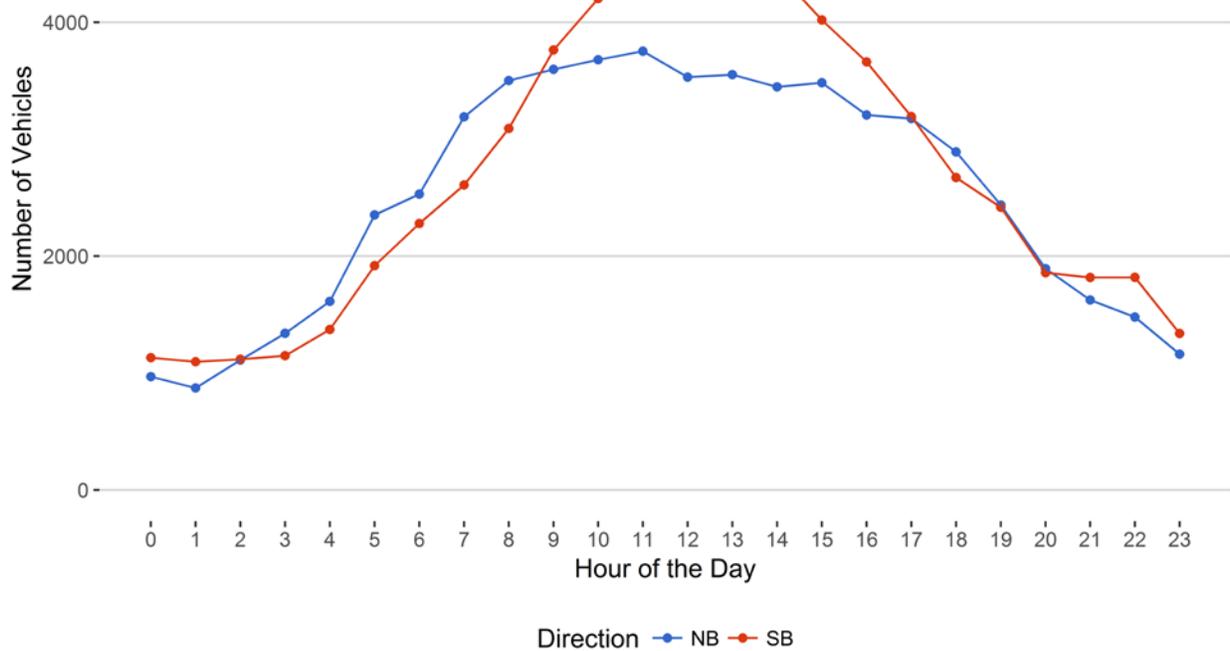


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

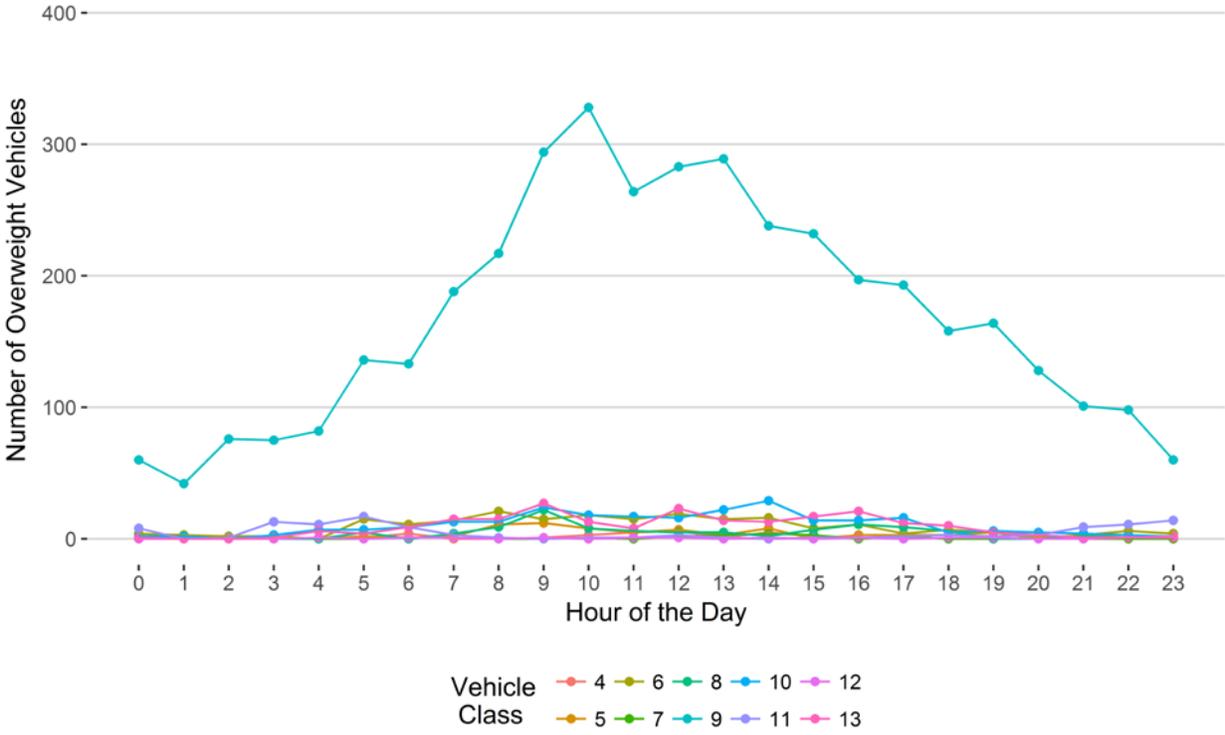


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

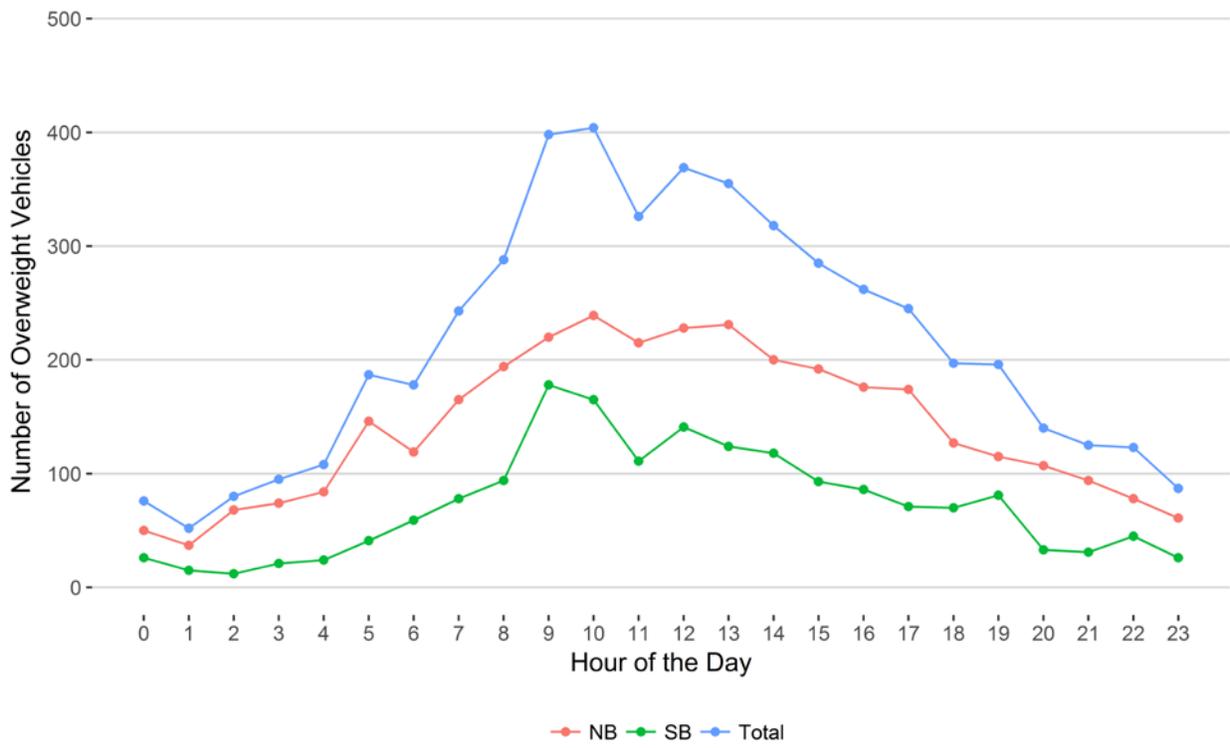
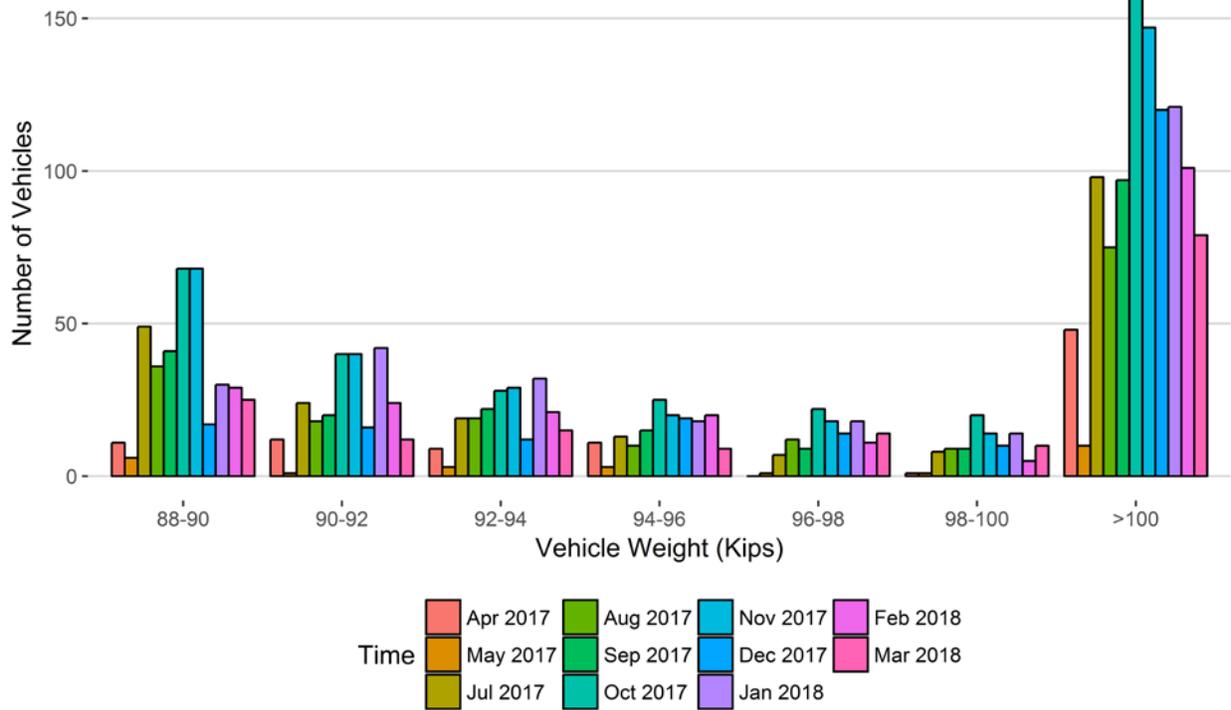
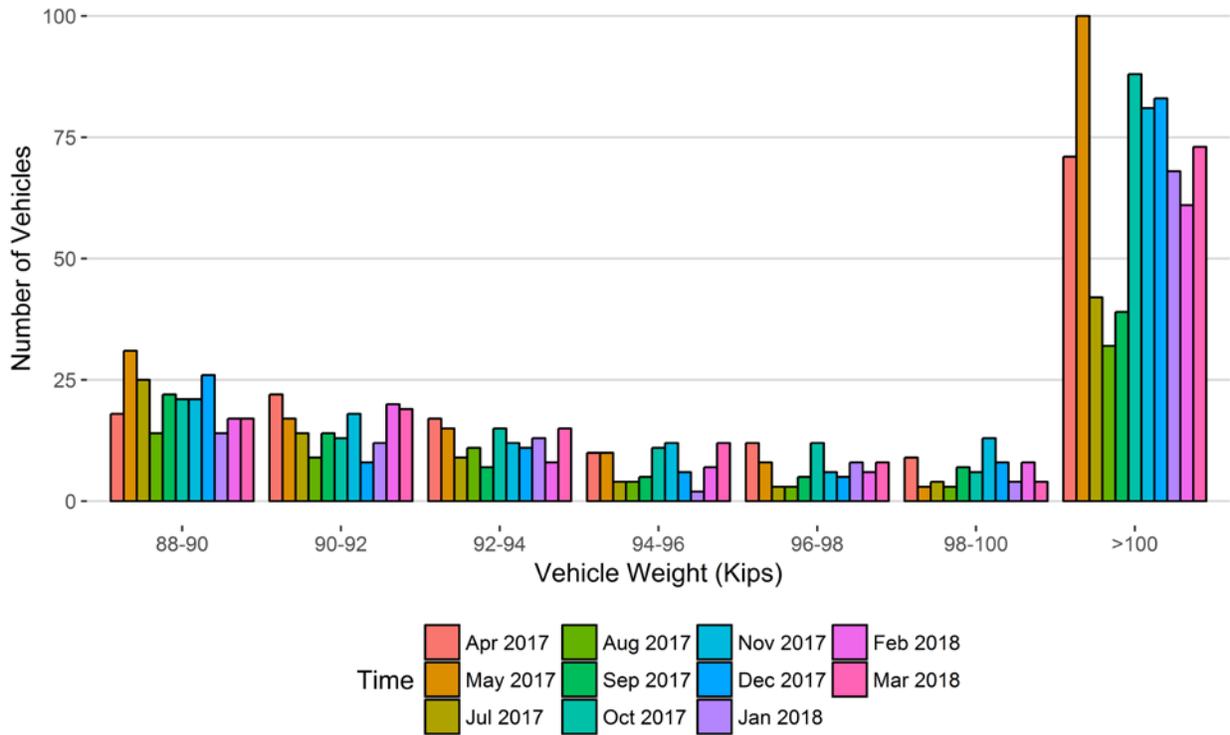


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



| Vehicle Weights (Kips) | Apr 2017 | May 2017 | Jul 2017 | Aug 2017 | Sep 2017 | Oct 2017 | Nov 2017 | Dec 2017 | Jan 2018 | Feb 2018 | Mar 2018 |
|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 88-90 | 11 | 6 | 49 | 36 | 41 | 68 | 68 | 17 | 30 | 29 | 25 |
| 90-92 | 12 | 1 | 24 | 18 | 20 | 40 | 40 | 16 | 42 | 24 | 12 |
| 92-94 | 9 | 3 | 19 | 19 | 22 | 28 | 29 | 12 | 32 | 21 | 15 |
| 94-96 | 11 | 3 | 13 | 10 | 15 | 25 | 20 | 19 | 18 | 20 | 9 |
| 96-98 | 0 | 1 | 7 | 12 | 9 | 22 | 18 | 14 | 18 | 11 | 14 |
| 98-100 | 1 | 1 | 8 | 9 | 9 | 20 | 14 | 10 | 14 | 5 | 10 |
| >100 | 48 | 10 | 98 | 75 | 97 | 159 | 147 | 120 | 121 | 101 | 79 |
| Total | 92 | 25 | 218 | 179 | 213 | 362 | 336 | 208 | 275 | 211 | 164 |

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



| Vehicle Weights (Kips) | Apr 2017 | May 2017 | Jul 2017 | Aug 2017 | Sep 2017 | Oct 2017 | Nov 2017 | Dec 2017 | Jan 2018 | Feb 2018 | Mar 2018 |
|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 88-90 | 18 | 31 | 25 | 14 | 22 | 21 | 21 | 26 | 14 | 17 | 17 |
| 90-92 | 22 | 17 | 14 | 9 | 14 | 13 | 18 | 8 | 12 | 20 | 19 |
| 92-94 | 17 | 15 | 9 | 11 | 7 | 15 | 12 | 11 | 13 | 8 | 15 |
| 94-96 | 10 | 10 | 4 | 4 | 5 | 11 | 12 | 6 | 2 | 7 | 12 |
| 96-98 | 12 | 8 | 3 | 3 | 5 | 12 | 6 | 5 | 8 | 6 | 8 |
| 98-100 | 9 | 3 | 4 | 3 | 7 | 6 | 13 | 8 | 4 | 8 | 4 |
| >100 | 71 | 100 | 42 | 32 | 39 | 88 | 81 | 83 | 68 | 61 | 73 |
| Total | 159 | 184 | 101 | 76 | 99 | 166 | 163 | 147 | 121 | 127 | 148 |

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

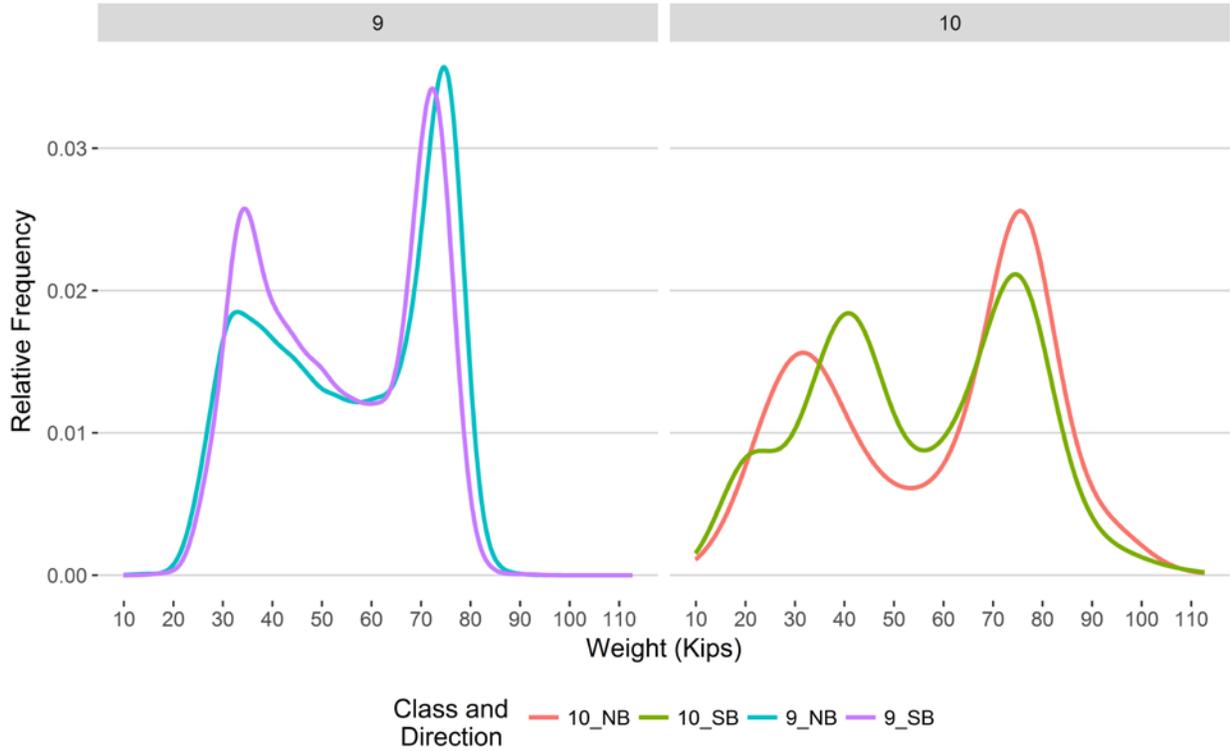


Figure 9 - Freight Percentage by Direction and Class

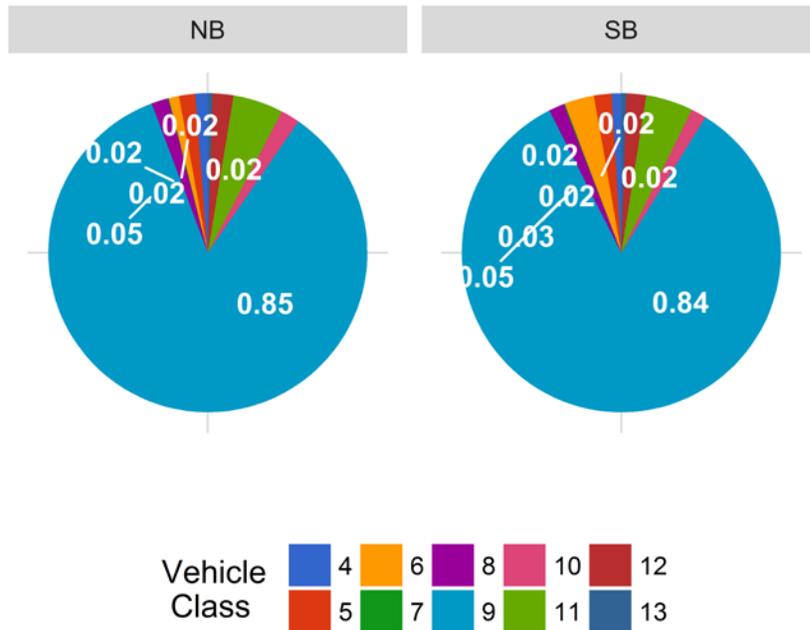


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

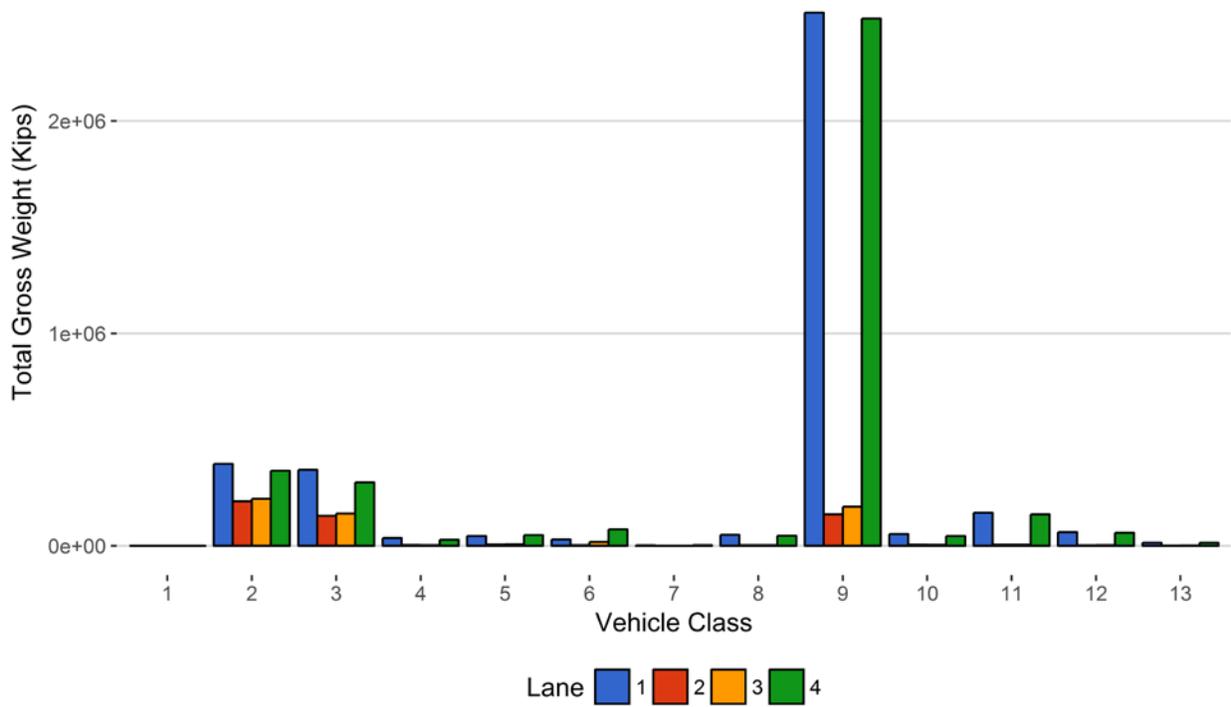


Figure 11 - Total Gross Vehicle Weight I

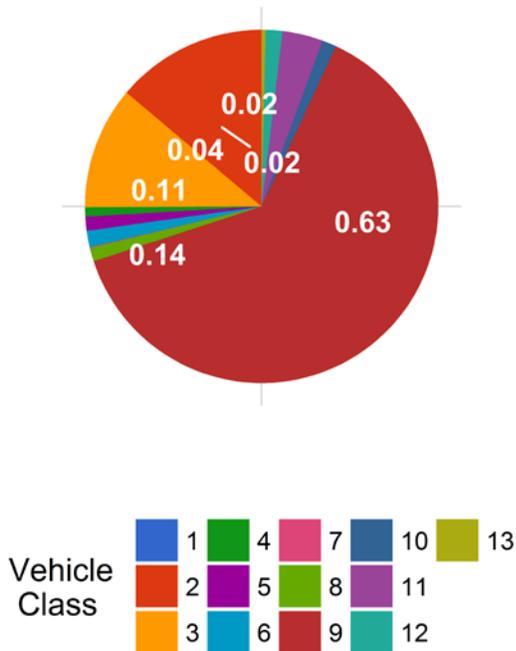


Figure 12 - Total ESALs by Class and Lane

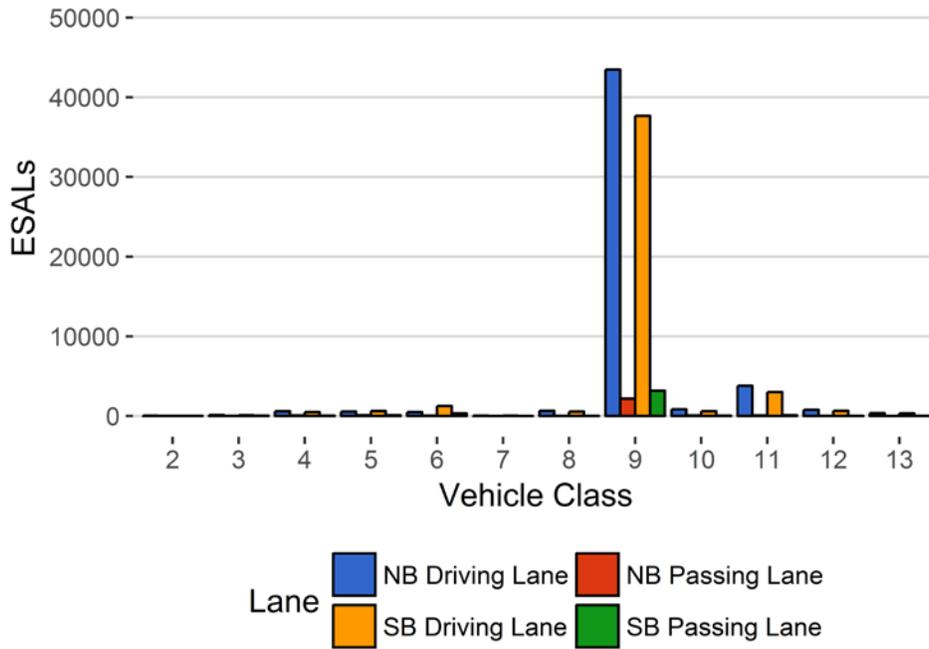


Figure 13 - ESALs by Class

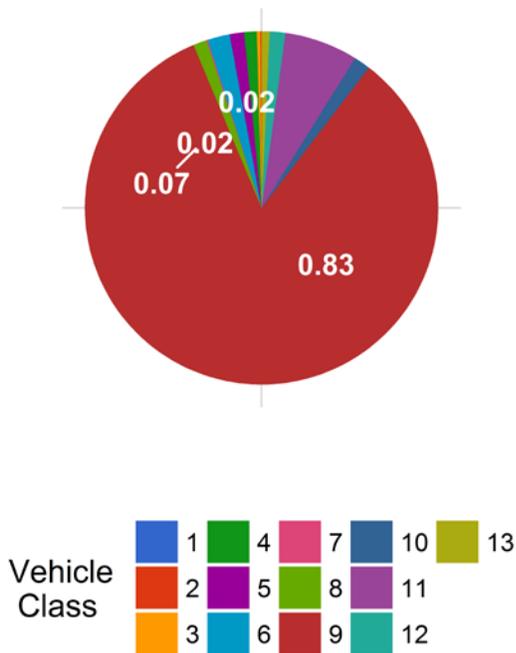


Table 1 Class 9 Front Axle Weight by Lane

| <i>Month</i> | <i>Lane 1 (Kips)</i> | <i>Front Axle +/- 9%</i> | <i>Lane 2 (Kips)</i> | <i>Front Axle +/- 9%</i> | <i>Lane 3 (Kips)</i> | <i>Front Axle +/- 9%</i> | <i>Lane 4 (kips)</i> | <i>Front Axle +/- 9%</i> |
|----------------|--------------------------|----------------------------------|--------------------------|----------------------------------|--------------------------|----------------------------------|--------------------------|----------------------------------|
| July 2015 | 12.27 | 0.00 | 12.23 | 0.00 | 12.81 | 0.00 | NA | NA |
| August 2015 | 12.21 | -0.49 | 12.26 | 0.20 | 12.75 | -0.41 | NA | NA |
| September 2015 | 12.00 | -2.26 | 12.10 | -1.07 | 12.66 | -1.17 | NA | NA |
| October 2015 | 11.92 | -2.91 | 11.88 | -2.86 | 12.54 | -2.10 | NA | NA |
| November 2015 | 11.86 | -3.36 | 11.90 | -2.68 | 12.51 | -2.32 | NA | NA |
| December 2015 | 11.56 | -5.78 | 11.64 | -4.84 | 12.20 | -4.75 | NA | NA |
| January 2016 | 11.19 | -8.86 | 11.24 | -8.09 | 11.80 | -7.88 | NA | NA |
| July 2016 | 12.11 | -1.31 | 12.08 | -1.26 | 12.47 | -2.59 | NA | NA |
| August 2016 | 12.08 | -1.57 | 11.93 | -2.46 | 12.45 | -2.81 | NA | NA |
| September 2016 | 11.94 | -2.72 | 11.73 | -4.09 | 12.40 | -3.17 | NA | NA |
| October 2016 | 11.84 | -3.52 | 11.65 | -4.77 | 12.35 | -3.56 | NA | NA |
| November 2016 | 11.75 | -4.26 | 11.55 | -5.60 | 12.38 | -3.33 | NA | NA |
| December 2016 | 11.25 | -8.31 | 11.05 | -9.70 | 11.65 | -9.02 | 10.76 | 0.00 |
| January 2017 | 11.21 | -8.63 | 11.22 | -8.23 | 11.48 | -10.37 | 10.61 | -1.32 |
| February 2017 | 11.29 | -8.03 | 11.03 | -9.81 | 11.87 | -7.30 | 10.94 | 1.71 |
| March 2017 | 10.73 | -12.57 | 11.33 | -7.36 | 12.19 | -4.83 | 11.31 | 5.10 |
| April 2017 | 10.71 | -12.77 | 11.39 | -6.86 | 12.19 | -4.81 | 11.36 | 5.62 |
| May 2017 | 8.20 | -33.19 | 11.48 | -6.14 | 12.21 | -4.62 | 11.37 | 5.73 |
| July 2017 | 12.17 | -0.87 | 11.70 | -4.35 | 12.29 | -4.01 | 10.04 | -6.71 |
| August 2017 | 12.05 | -1.80 | 11.58 | -5.32 | 12.29 | -4.07 | 9.66 | -10.16 |
| September 2017 | 12.02 | -2.06 | 11.46 | -6.32 | 12.22 | -4.57 | 9.85 | -8.44 |
| October 2017 | 11.97 | -2.50 | 11.37 | -7.06 | 12.06 | -5.83 | 10.05 | -6.54 |
| November 2017 | 11.96 | -2.57 | 11.21 | -8.32 | 12.00 | -6.30 | 10.61 | -1.35 |
| December | 11.53 | -6.06 | 10.84 | -11.40 | 11.37 | -11.18 | 10.73 | -0.24 |

| | | | | | | | | |
|------------------|-------|-------|-------|--------|-------|--------|-------|-------|
| 2017 | | | | | | | | |
| January 2018 | 11.62 | -5.36 | 10.88 | -11.06 | 10.56 | -17.53 | 10.29 | -4.32 |
| February 2018 | 11.69 | -4.72 | 11.10 | -9.22 | 11.35 | -11.37 | 10.59 | -1.55 |
| March 2018 | 11.67 | -4.90 | 11.18 | -8.61 | 11.45 | -10.59 | 10.91 | 1.44 |

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 | 2 | 0 | 0 | 0 |
| 2 | 10228 | 317081 | 51.9 | 0 | 0 |
| 3 | 5321 | 164938 | 27 | 0 | 0 |
| 4 | 86 | 2655 | 0.4 | 43 | 0.8 |
| 5 | 240 | 7444 | 1.2 | 84 | 1.6 |
| 6 | 146 | 4534 | 0.7 | 218 | 4.3 |
| 7 | 5 | 148 | 0 | 17 | 0.3 |
| 8 | 110 | 3422 | 0.6 | 105 | 2.1 |
| 9 | 3243 | 100527 | 16.5 | 4036 | 79.1 |
| 10 | 65 | 2017 | 0.3 | 251 | 4.9 |
| 11 | 180 | 5577 | 0.9 | 115 | 2.3 |
| 12 | 74 | 2294 | 0.4 | 13 | 0.3 |
| 13 | 11 | 328 | 0.1 | 220 | 4.3 |
| TOTAL | 19709 | 610968 | 100 | 5102 | 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> |
|-------------|--------------------|-------------|----------------------|------------------|-------------|------------------|
| 2018-03-20 | Tuesday | 05:41:23 | 9 | SB | 4 | 138.83 |
| 2018-03-21 | Wednesday | 14:10:20 | 9 | SB | 4 | 133.88 |
| 2018-03-01 | Thursday | 10:22:47 | 9 | SB | 4 | 133.44 |
| 2018-03-08 | Thursday | 07:52:26 | 9 | SB | 4 | 132.1 |
| 2018-03-01 | Thursday | 10:17:43 | 9 | SB | 4 | 128.8 |
| 2018-03-15 | Thursday | 11:32:13 | 9 | SB | 4 | 124.39 |
| 2018-03-02 | Friday | 07:15:01 | 9 | SB | 4 | 123.71 |
| 2018-03-21 | Wednesday | 06:24:45 | 9 | SB | 4 | 123.11 |
| 2018-03-22 | Thursday | 11:07:43 | 9 | SB | 4 | 119.8 |
| 2018-03-16 | Friday | 16:19:26 | 10 | NB | 1 | 112.72 |

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 | 1470 | 171 | 11.6 | 37668 | 2242 | 9092 |
| 5 | NB | 8 | 3396 | 390 | 11.5 | 48587 | 2745 | 12269 |
| 6 | NB | 19 | 1228 | 436 | 35.5 | 24823 | 7461 | 4887 |
| 7 | NB | 11.5 | 71 | 1 | 1.4 | 2351 | 10 | 773 |
| 8 | NB | 31 | 1718 | 890 | 51.8 | 32090 | 21968 | 3211 |
| 9 | NB | 33 | 47498 | 6115 | 12.9 | 2481179 | 177219 | 557770 |
| 10 | NB | 33.5 | 1045 | 234 | 22.4 | 54316 | 6182 | 13574 |
| 11 | NB | 36.5 | 2687 | 78 | 2.9 | 157959 | 2467 | 31365 |
| 12 | NB | 36.5 | 1127 | 31 | 2.8 | 65449 | 985 | 12723 |
| 13 | NB | 31.5 | 155 | 1 | 0.6 | 14708 | 28 | 4929 |
| TOTAL | **** | **** | 60395 | 8347 | **** | 2919129 | **** | 650592 |
| <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 | 1092 | 181 | 16.6 | 28955 | 2307 | 7645 |
| 5 | SB | 8 | 3786 | 556 | 14.7 | 53081 | 3888 | 13620 |
| 6 | SB | 19 | 3147 | 555 | 17.6 | 86112 | 9512 | 18432 |
| 7 | SB | 11.5 | 72 | 1 | 1.4 | 3302 | 11 | 1243 |
| 8 | SB | 31 | 1584 | 733 | 46.3 | 32804 | 17526 | 3212 |
| 9 | SB | 33 | 49494 | 5874 | 11.9 | 2491987 | 174368 | 526263 |
| 10 | SB | 33.5 | 901 | 155 | 17.2 | 45905 | 3728 | 10457 |
| 11 | SB | 36.5 | 2694 | 174 | 6.5 | 147028 | 5708 | 27524 |
| 12 | SB | 36.5 | 1086 | 26 | 2.4 | 63122 | 873 | 12216 |
| 13 | SB | 31.5 | 161 | 1 | 0.6 | 15712 | 24 | 5336 |
| TOTAL | **** | **** | 64017 | 8256 | **** | 2968006 | **** | 625947 |
| GRAND TOTAL | **** | **** | 124412 | 16603 | 289 | 5887135 | 439251 | 1276539 |

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 | 2 | 0 | 0 | 0 | 2 | 0 |
| 2 | 385404 | 209425 | 221462 | 353573 | 1169864 | 13.9 |
| 3 | 357831 | 140571 | 151703 | 298340 | 948445 | 11.2 |
| 4 | 36334 | 3577 | 2990 | 28271 | 71172 | 0.8 |
| 5 | 45744 | 5587 | 6719 | 50249 | 108300 | 1.3 |
| 6 | 29532 | 2751 | 18307 | 77317 | 127907 | 1.5 |
| 7 | 2286 | 76 | 187 | 3125 | 5674 | 0.1 |
| 8 | 51539 | 2518 | 3037 | 47293 | 104387 | 1.2 |
| 9 | 2510380 | 148019 | 183812 | 2482542 | 5324753 | 63.1 |
| 10 | 55421 | 5077 | 3952 | 45680 | 110131 | 1.3 |
| 11 | 155598 | 4827 | 4709 | 148027 | 313161 | 3.7 |
| 12 | 64274 | 2161 | 2908 | 61086 | 130429 | 1.5 |
| 13 | 14125 | 610 | 1486 | 14249 | 30471 | 0.4 |
| TOTAL | 3708472 | 525198 | 601274 | 3609753 | 8444697 | 100 |
| GVW/LANE | 43.91 | 6.22 | 7.12 | 42.75 | 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 | 0.3333 |
| 2 | 47 | 24 | 24 | 35 | 129 | 0.12 | 9e-04 |
| 3 | 131 | 42 | 44 | 94 | 311 | 0.3 | 0.0039 |
| 4 | 610 | 67 | 54 | 478 | 1209 | 1.16 | 0.94 |
| 5 | 549 | 97 | 93 | 626 | 1366 | 1.32 | 0.38 |
| 6 | 488 | 43 | 332 | 1263 | 2125 | 2.05 | 0.97 |
| 7 | 51 | 1 | 4 | 66 | 122 | 0.12 | 1.67 |
| 8 | 660 | 24 | 30 | 566 | 1280 | 1.23 | 0.78 |
| 9 | 43477 | 2178 | 3181 | 37664 | 86500 | 83.3 | 1.78 |
| 10 | 839 | 70 | 57 | 603 | 1569 | 1.51 | 1.61 |
| 11 | 3798 | 81 | 104 | 3000 | 6983 | 6.73 | 2.59 |
| 12 | 776 | 21 | 37 | 655 | 1489 | 1.43 | 1.34 |
| 13 | 371 | 8 | 35 | 343 | 757 | 0.73 | 4.64 |
| TOTAL | 51797 | 2655 | 3994 | 45394 | 103840 | 100 | 17 |
| ESALS/LANE | 49.9 | 2.6 | 3.8 | 43.7 | 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> |
|----------------|---------------------|--------------------|-----------------------|---------------------------|-----------------------------|----------------------------------|------------------------------------|--|--|
| 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 |
| Mar 2018 | 610968 | 19709 | 4160 | 482021 | 78.9 | 128946.7 | 21.1 | 93.1 | 6.9 |
| TOTAL | 6942601 | -- | -- | 5505908 | -- | 1436693 | -- | -- | -- |
| AVERAGE | 631146 | 20693 | 4288 | 500537 | 79 | 130608 | 21 | 92 | 8 |

ESALS

| <i>Month</i> | <i>ESALS NB Passing Lane</i> | <i>ESALS NB Driving Lane</i> | <i>ESALS SB Driving Lane</i> | <i>ESALS SB Passing Lane</i> | <i>Total ESALS</i> | <i>Driving Lane ESALS %</i> | <i>Passing Lane ESALS %</i> | <i>Pavement Life Decrease Months</i> |
|----------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|------------------------|-------------------------------------|-------------------------------------|--|
| 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 |
| Mar 2018 | 51869 | 2660 | 4158 | 45512 | 104199 | 93 | 7 | 0.8 |
| TOTAL | 675399 | 33049 | 57750 | 404860 | 1171059 | -- | -- | -- |
| AVERAGE | 61400 | 3004 | 5250 | 36806 | 106460 | 92 | 8 | 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> |
|----------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-----------------------|
| Apr 2017 | 3275872 | 466854 | 698236 | 2966421 | 7407383 |
| May 2017 | 3170037 | 420956 | 496963 | 3061183 | 7149139 |
| Jul 2017 | 3711268 | 525438 | 606268 | 3615881 | 8458855 |
| Aug 2017 | 3605114 | 559288 | 639617 | 3607842 | 8411861 |
| Sep 2017 | 3130326 | 613143 | 757969 | 3902581 | 8404019 |
| Oct 2017 | 4253488 | 719594 | 871398 | 3030735 | 8875215 |
| Nov 2017 | 4432717 | 728852 | 896071 | 3276409 | 9334050 |
| Dec 2017 | 3995653 | 604537 | 753105 | 3271699 | 8624994 |
| Jan 2018 | 4193508 | 627103 | 742411 | 3610520 | 9173542 |
| Feb 2018 | 3855881 | 557231 | 673377 | 3560603 | 8647091 |
| Mar 2018 | 3245594 | 531065 | 608746 | 3263953 | 7649358 |
| TOTAL | 40869459 | 6354060 | 7744161 | 37167827 | 92135507 |
| AVERAGE | 3715405 | 577642 | 704015 | 3378893 | 8375955 |

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> |
|----------------|--|----------------------------------|---|-------------------------------|-------------------------------|
| 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 |
| Mar 2018 | 5137 | 0.9 | 4.1 | 314 | 166 |
| TOTAL | 72676 | -- | -- | 3930 | 2079 |
| AVERAGE | 6606.9 | 1.1 | 5.2 | 357.3 | 189 |

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> |
|----------------|------------------------|------------------------|----------------------|---------------------|---------------------|
| 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 |
| Mar 2018 | 650592 | 625947 | 1276539 | 51 | 49 |
| TOTAL | 7063524 | 6122285 | 13185809 | -- | -- |
| AVERAGE | 642138.6 | 556571.3 | 1198709.9 | 53.1 | 46.9 |