

MAY 2018



**WIM #32  
US 52, MP 66.0  
ORONOCO, MN**

**MONTHLY  
REPORT**



*Your Destination...Our Priority*



## WIM Site Location

WIM #32 is located on US 52 near Oronoco in Olmsted county.

## System Operation

WIM #32 was operational for the entire month of May 2018. Volume was computed using all monthly data.

## System Calibration

WIM #32 was most recently calibrated on 2017-05-05. 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 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 <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: 1039431 | Passenger Vehicles: 956910 | Heavy Commercial Vehicles: 82521

Monthly Average Daily Traffic (MADT): 33530 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 2662

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 Mondays. SB vehicles typically reached highest volume levels on Fridays, 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 03 PM and 05 PM. Similarly, SB PVs peaked in volume between 07 AM 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 07 AM and 05 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 5's.

## Overweight HCVs

**Volume trends.** Of a total of 82521 HCVs, 2297 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 0.2% of total monthly volume, and 2.8% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Thursdays, 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 72.1% 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 May.

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 ,152 NB vehicles exceeded 88,000 pounds (73 vehicles were Class 13's; 69 vehicles were Class 10's). Of vehicles traveling SB,

80 NB vehicles exceeded 88,000 pounds (63 vehicles were Class 13's; 13 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from May 2018.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in May 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 614952 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (53.6%) than SB (46.4%). See Table 4 and Figure 11 for more freight information.

## Infrastructure Considerations

**Bridge.** Bridge No. 55X13 (a box culvert) is approximately 1/3 of a mile north of WIM #32, and Bridge No. 8960 (a box culvert) is approximately 1 ¾ miles south of WIM #32. WIM #32 recorded a total of 1039431 vehicles with a combined GVW of 7252270 kips (1 kip = 1,000 pounds = 0.5 tons) in May 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 47020 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 55.1% of all ESALs were recorded NB while 44.9% was observed SB. In particular, 77% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 35% 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).

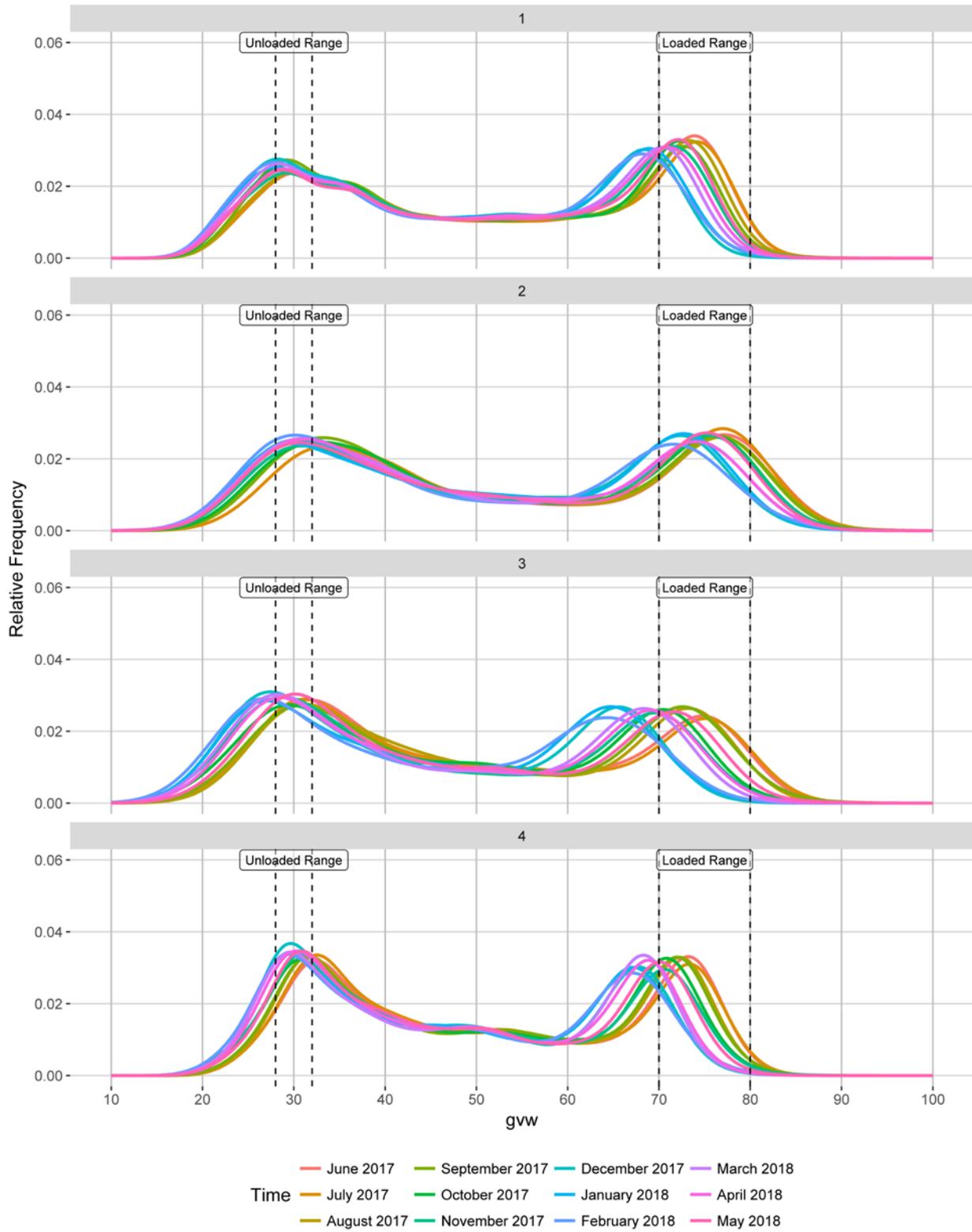
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

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.

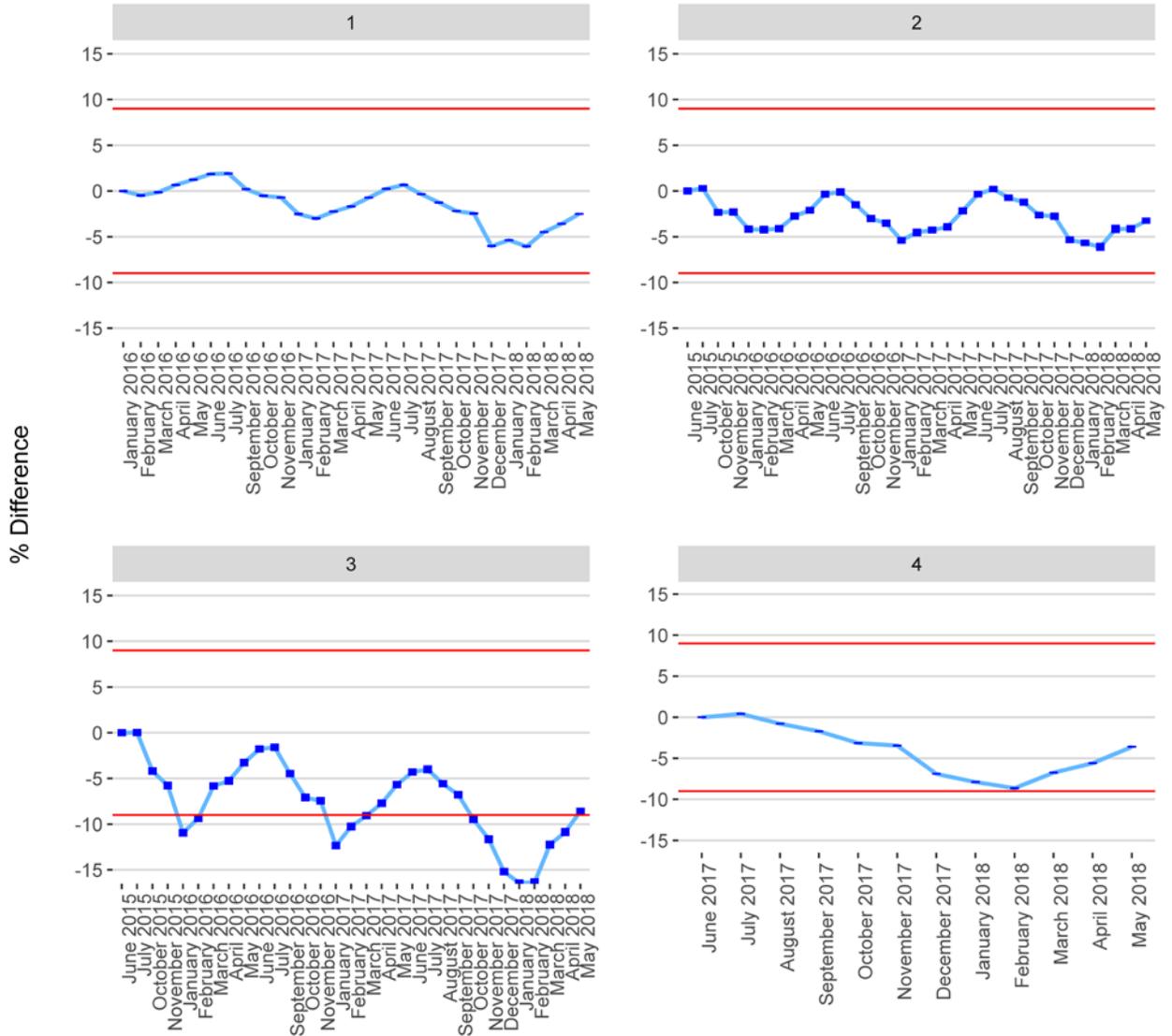
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Figure 1 - Monthly Class 9 GVW Histogram



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

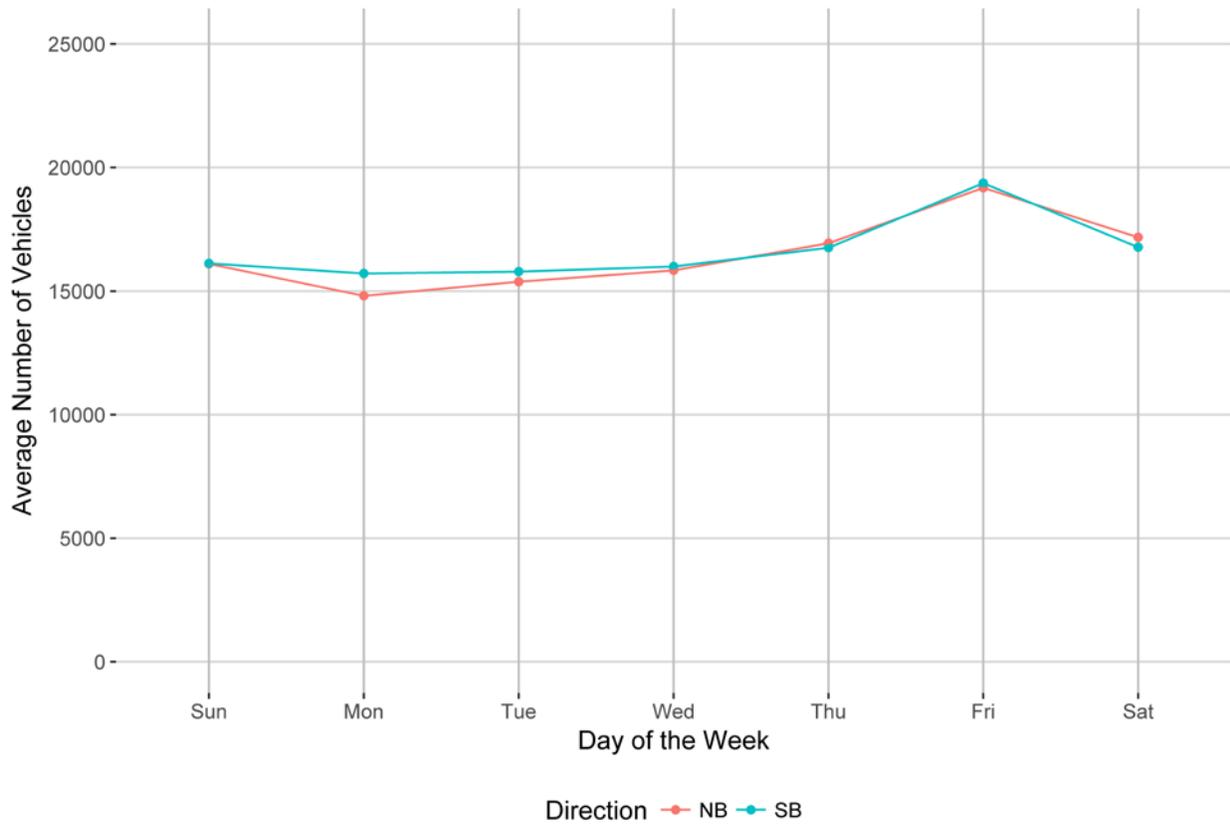


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

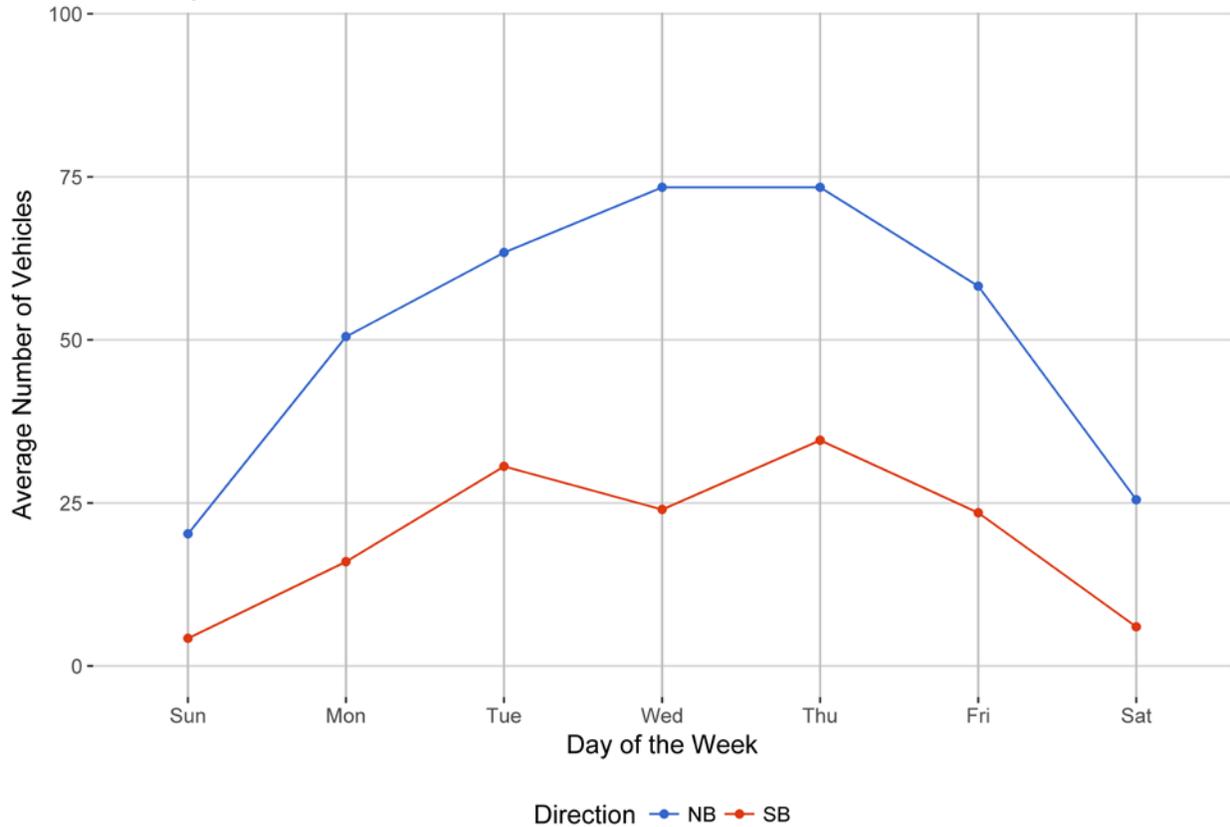


Figure 4 - Passenger Vehicles vs. Hour of the Day

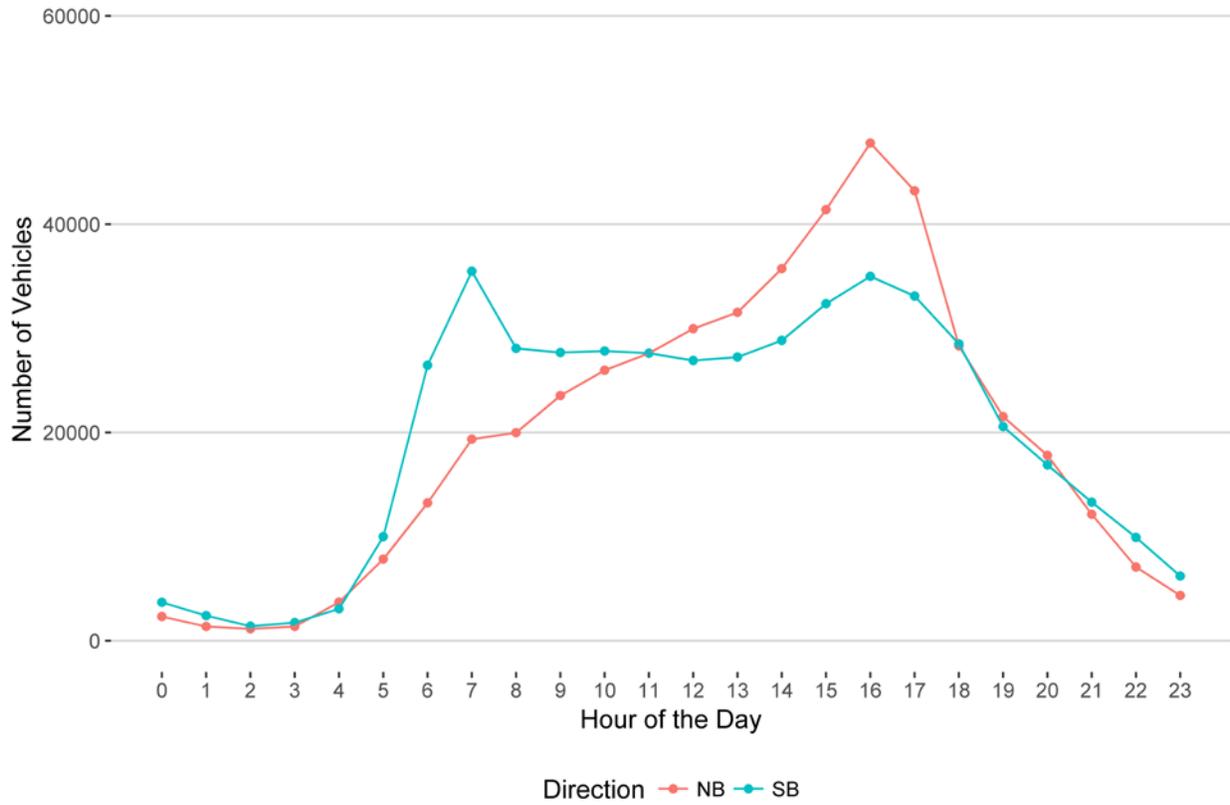


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

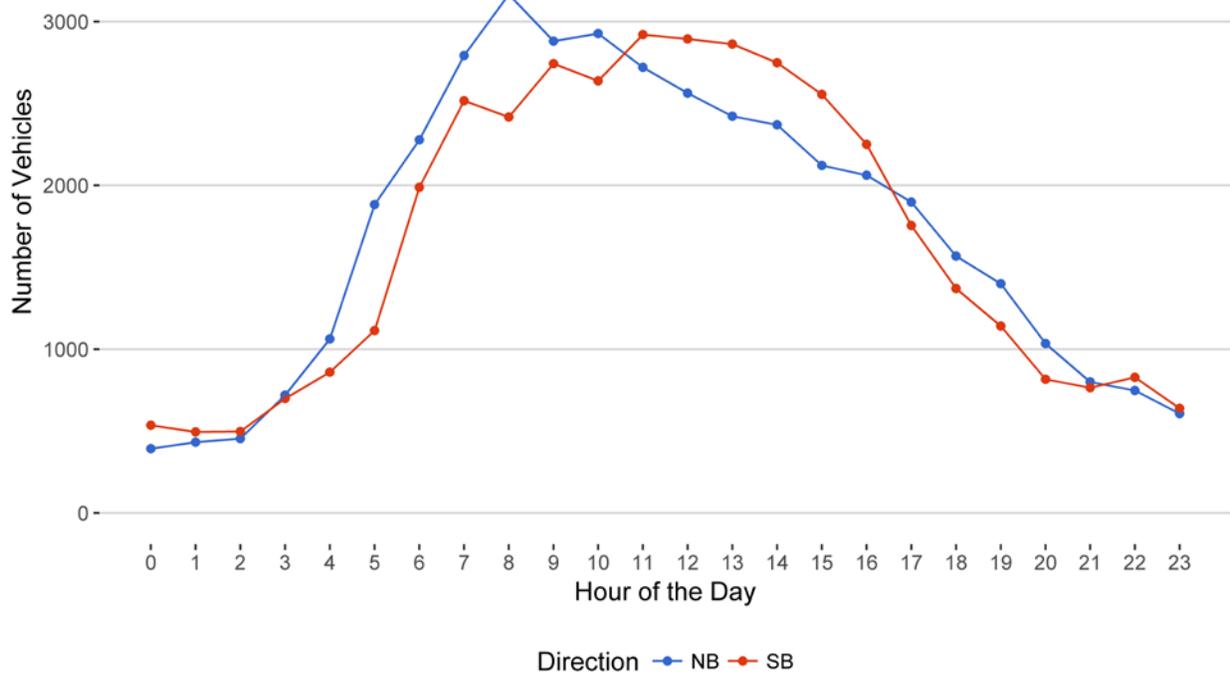


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

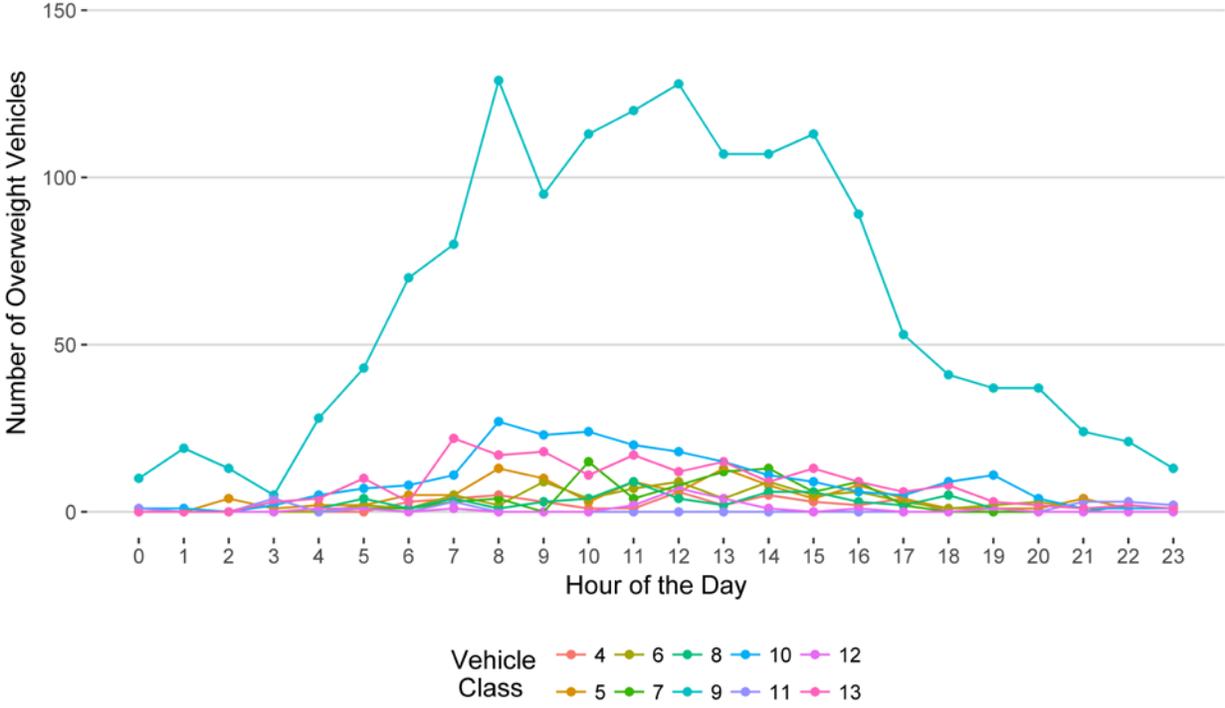


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

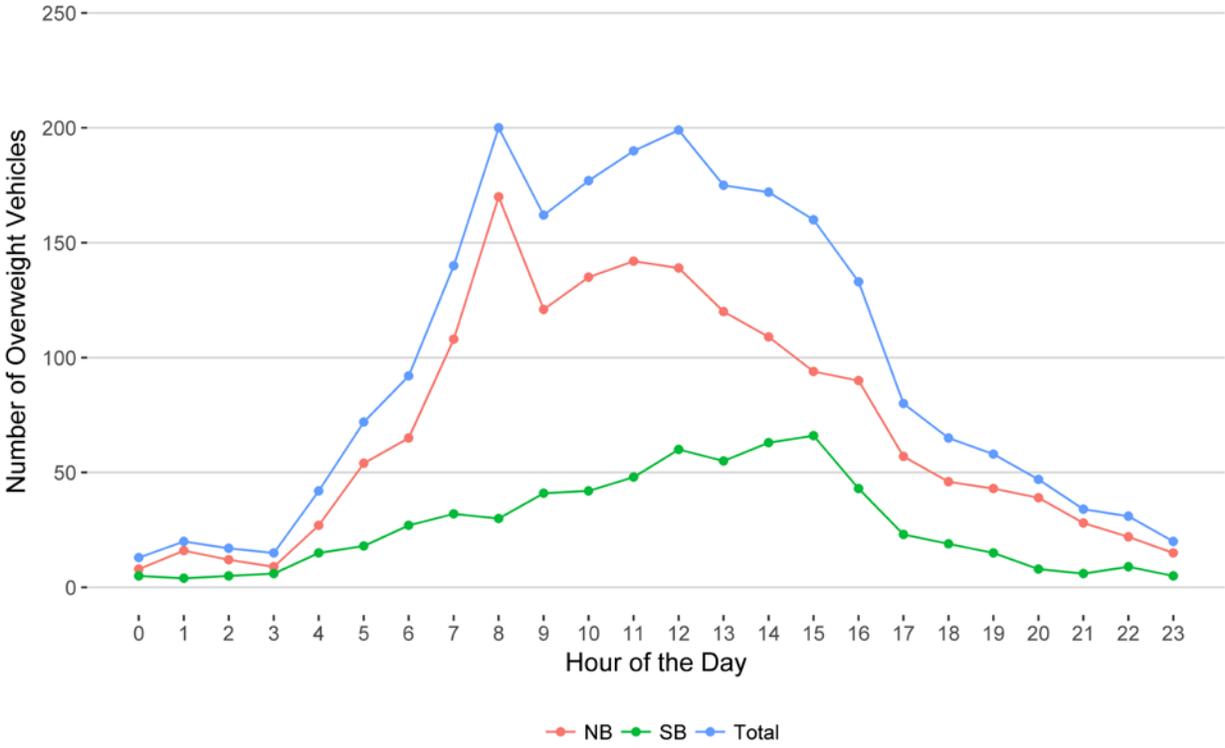
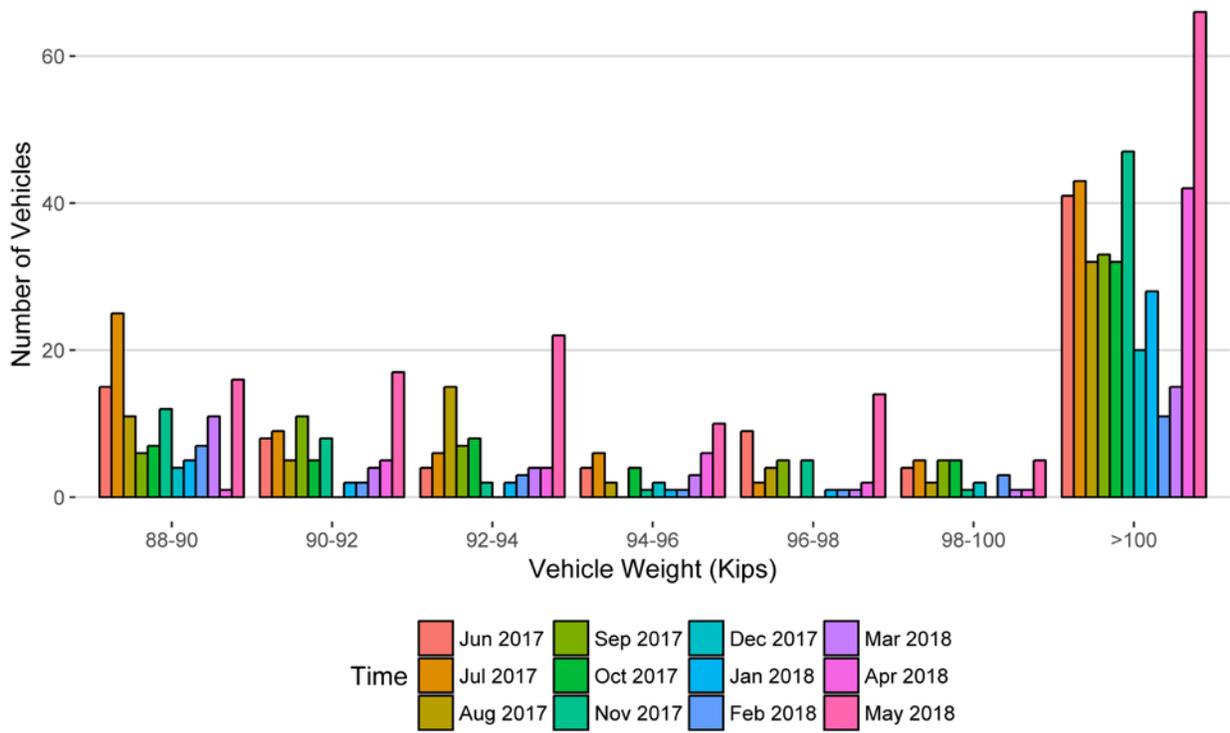
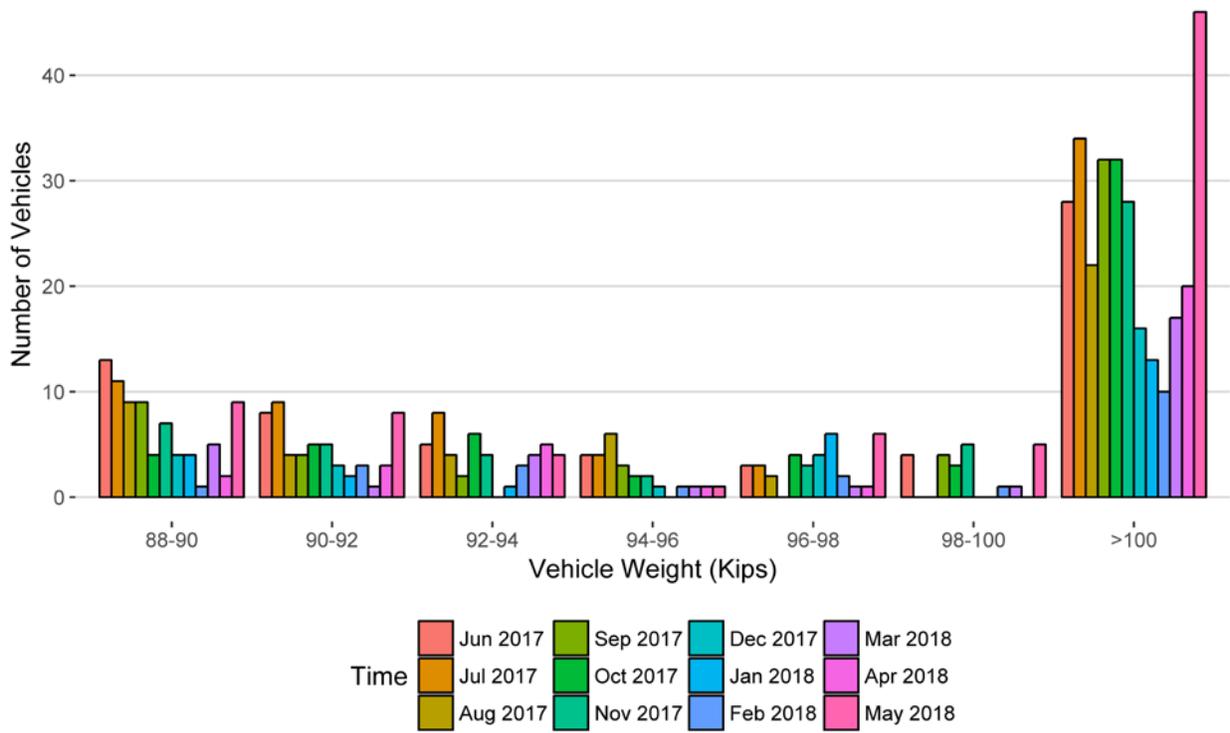


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018
88-90	15	25	11	6	7	12	4	5	7	11	1	16
90-92	8	9	5	11	5	8	0	2	2	4	5	17
92-94	4	6	15	7	8	2	0	2	3	4	4	22
94-96	4	6	2	0	4	1	2	1	1	3	6	10
96-98	9	2	4	5	0	5	0	1	1	1	2	14
98-100	4	5	2	5	5	1	2	0	3	1	1	5
>100	41	43	32	33	32	47	20	28	11	15	42	66
Total	85	96	71	67	61	76	28	39	28	39	61	150

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



Vehicle Weights (Kips)	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018
88-90	13	11	9	9	4	7	4	4	1	5	2	9
90-92	8	9	4	4	5	5	3	2	3	1	3	8
92-94	5	8	4	2	6	4	0	1	3	4	5	4
94-96	4	4	6	3	2	2	1	0	1	1	1	1
96-98	3	3	2	0	4	3	4	6	2	1	1	6
98-100	4	0	0	4	3	5	0	0	1	1	0	5
>100	28	34	22	32	32	28	16	13	10	17	20	46
Total	65	69	47	54	56	54	28	26	21	30	32	79

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

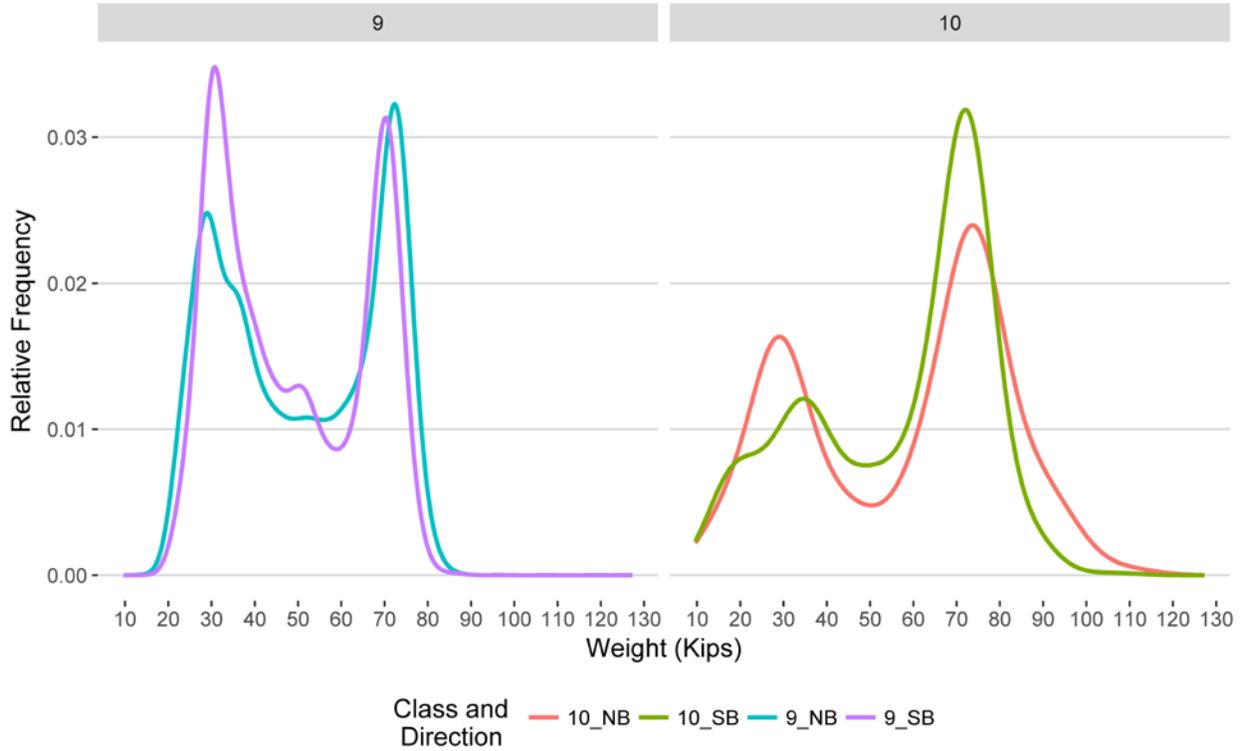


Figure 9 - Freight Percentage by Direction and Class

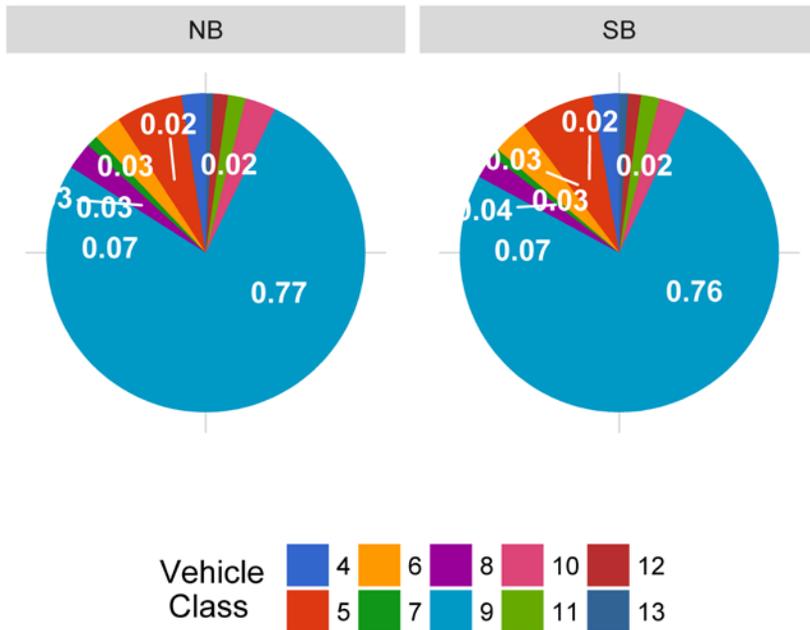


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

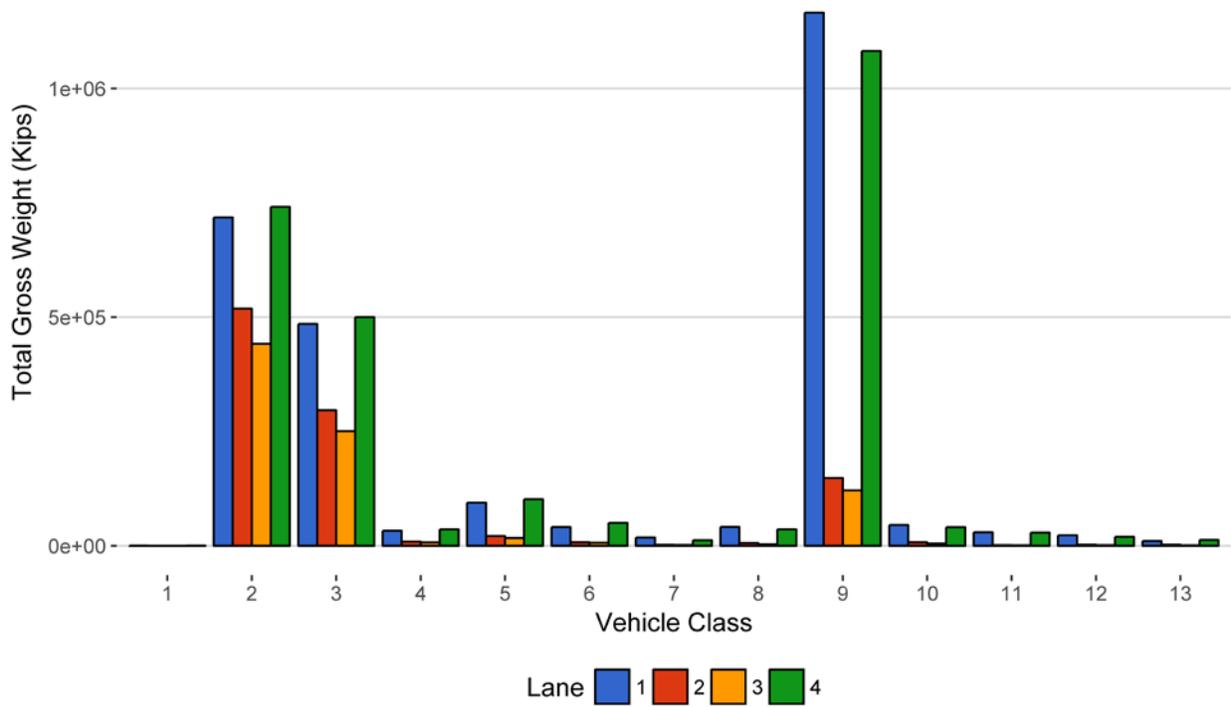
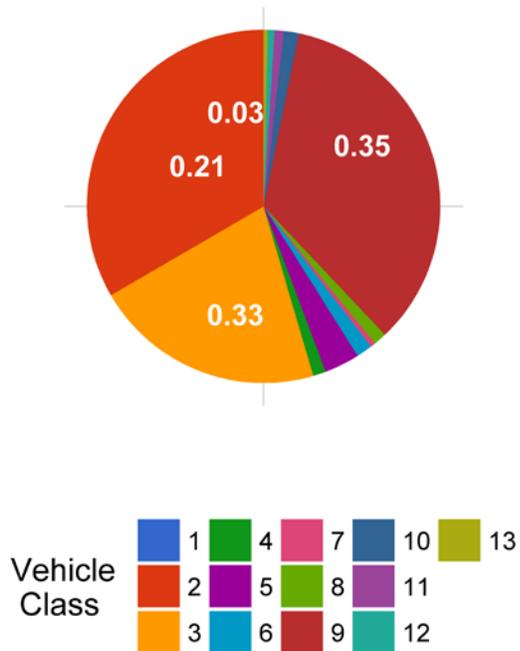


Figure 11 - Total Gross Vehicle Weight I





**Table 1 Class 9 Front Axle Weight by Lane**

<i>Month</i>	<i>Lane 1 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 2 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 3 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 4 (kips)</i>	<i>Front Axle +/- 9%</i>
June 2015	NA	NA	11.20	0.00	11.34	0.00	NA	NA
July 2015	NA	NA	11.23	0.30	11.35	0.02	NA	NA
October 2015	NA	NA	10.93	-2.33	10.87	-4.19	NA	NA
November 2015	NA	NA	10.94	-2.29	10.69	-5.77	NA	NA
January 2016	10.55	0.00	10.73	-4.17	10.10	-10.94	NA	NA
February 2016	10.50	-0.47	10.72	-4.22	10.29	-9.33	NA	NA
March 2016	10.53	-0.14	10.74	-4.11	10.68	-5.82	NA	NA
April 2016	10.62	0.67	10.89	-2.75	10.75	-5.26	NA	NA
May 2016	10.68	1.24	10.96	-2.10	10.97	-3.27	NA	NA
June 2016	10.74	1.86	11.16	-0.34	11.14	-1.78	NA	NA
July 2016	10.75	1.92	11.18	-0.10	11.16	-1.59	NA	NA
September 2016	10.57	0.21	11.03	-1.49	10.84	-4.47	NA	NA
October 2016	10.49	-0.52	10.86	-3.01	10.54	-7.07	NA	NA
November 2016	10.47	-0.71	10.80	-3.51	10.50	-7.44	NA	NA
January 2017	10.28	-2.51	10.59	-5.39	9.94	-12.34	NA	NA
February 2017	10.23	-2.99	10.69	-4.53	10.18	-10.26	NA	NA
March 2017	10.31	-2.25	10.72	-4.26	10.32	-9.07	NA	NA
April 2017	10.37	-1.68	10.76	-3.92	10.47	-7.71	NA	NA
May 2017	10.47	-0.72	10.95	-2.16	10.70	-5.67	NA	NA
June 2017	10.57	0.24	11.16	-0.34	10.86	-4.30	10.78	0.00
July 2017	10.62	0.68	11.22	0.24	10.89	-4.00	10.82	0.42
August 2017	10.51	-0.35	11.11	-0.73	10.71	-5.58	10.69	-0.78
September 2017	10.41	-1.25	11.06	-1.23	10.58	-6.78	10.60	-1.70
October 2017	10.31	-2.19	10.90	-2.63	10.27	-9.46	10.44	-3.15
November 2017	10.29	-2.46	10.89	-2.77	10.02	-11.64	10.41	-3.43
December 2017	9.91	-6.02	10.60	-5.33	9.62	-15.19	10.04	-6.89

January 2018	9.98	-5.37	10.56	-5.67	9.48	-16.42	9.93	-7.89
February 2018	9.91	-6.06	10.51	-6.11	9.49	-16.37	9.85	-8.63
March 2018	10.07	-4.48	10.73	-4.14	9.96	-12.23	10.05	-6.73
April 2018	10.17	-3.58	10.73	-4.13	10.11	-10.86	10.18	-5.59
May 2018	10.28	-2.51	10.83	-3.25	10.37	-8.56	10.39	-3.60

**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	13	401	0	0	0
2	21941	680165	65.4	0	0
3	8914	276344	26.6	0	0
4	94	2912	0.3	39	1.7
5	548	16974	1.6	107	4.7
6	125	3878	0.4	75	3.3
7	19	578	0.1	79	3.4
8	100	3086	0.3	59	2.6
9	1647	51053	4.9	1495	65.1
10	56	1745	0.2	220	9.6
11	37	1146	0.1	18	0.8
12	28	856	0.1	19	0.8
13	9	294	0	186	8.1
<b>TOTAL</b>	<b>33530</b>	<b>1039431</b>	<b>100</b>	<b>2297</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>
2018-05-18	Friday	04:37:22	9	NB	1	130.75
2018-05-01	Tuesday	05:50:42	9	NB	1	127.34
2018-05-25	Friday	03:48:01	9	NB	1	126.61
2018-05-08	Tuesday	05:08:20	9	NB	1	118.59
2018-05-26	Saturday	07:33:12	10	NB	1	115.38
2018-05-21	Monday	07:44:09	10	NB	1	111.4
2018-05-22	Tuesday	08:03:47	10	NB	1	110.43
2018-05-23	Wednesday	09:57:37	10	NB	1	109.74
2018-05-07	Monday	21:33:25	10	SB	4	108.92
2018-05-04	Friday	06:03:20	9	NB	1	107.45

**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	1375	145	10.5	40242	1842	10896
5	NB	8	8321	1274	15.3	106353	9180	24988
6	NB	19	1790	444	24.8	41539	7135	7982
7	NB	11.5	319	0	0	19812	0	8072
8	NB	31	1674	1120	66.9	21936	25522	2381
9	NB	33	25718	6279	24.4	1140805	173144	249659
10	NB	33.5	921	255	27.7	46540	6561	12114
11	NB	36.5	584	51	8.7	29393	1597	4969
12	NB	36.5	462	56	12.1	23370	1857	4276
13	NB	31.5	139	1	0.7	12911	23	4282
<b>TOTAL</b>	****	****	<b>41303</b>	<b>9625</b>	****	<b>1482901</b>	****	<b>329620</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	1496	202	13.5	40576	2537	10583
5	SB	8	8413	1525	18.1	107865	10796	26381
6	SB	19	2033	418	20.6	49931	6879	9623
7	SB	11.5	251	0	0	13564	0	5339
8	SB	31	1368	904	66.1	17873	20888	1745
9	SB	33	24613	6540	26.6	1013365	189674	208478
10	SB	33.5	799	154	19.3	41678	3669	10035
11	SB	36.5	546	56	10.3	27947	1761	5031
12	SB	36.5	382	11	2.9	20734	362	3596
13	SB	31.5	151	0	0	13801	0	4522
<b>TOTAL</b>	****	****	<b>40052</b>	<b>9810</b>	****	<b>1347333</b>	****	<b>285332</b>
<b>GRAND TOTAL</b>	****	****	<b>81355</b>	<b>19435</b>	<b>368</b>	<b>2830234</b>	<b>463426</b>	<b>614952</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>
1	144	96	94	127	460	0
2	717982	518465	441715	740951	2419113	33.4
3	484878	296525	250584	500074	1532061	21.1
4	32997	9088	7284	35829	85198	1.2
5	94271	21262	16800	101860	234194	3.2
6	40908	7765	6699	50110	105483	1.5
7	17871	1941	1477	12087	33376	0.5
8	41265	6192	3000	35761	86219	1.2
9	1165886	148063	121066	1081973	2516987	34.7
10	45493	7607	4755	40592	98448	1.4
11	29576	1414	981	28726	60697	0.8
12	22934	2293	1380	19716	46323	0.6
13	10597	2337	879	12922	26735	0.4
<b>TOTAL</b>	<b>2704803</b>	<b>1023048</b>	<b>856715</b>	<b>2660729</b>	<b>7245295</b>	<b>100</b>
<b>GVW/LANE</b>	<b>37.33</b>	<b>14.12</b>	<b>11.82</b>	<b>36.72</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>
1	0	0	0	0	0	0	0.0025
2	67	54	39	65	225	0.48	7e-04
3	155	88	60	141	444	0.95	0.0033
4	519	162	107	479	1267	2.7	0.88
5	968	172	135	1103	2379	5.07	0.28
6	510	112	84	584	1290	2.75	0.68
7	337	41	23	183	584	1.25	2.04
8	514	78	23	383	997	2.13	0.66
9	17493	2561	1766	14177	35997	76.74	1.43
10	716	127	55	524	1423	3.03	1.65
11	580	35	25	597	1237	2.64	2.18
12	234	28	14	183	459	0.98	1.09
13	249	56	10	293	608	1.3	4.06
<b>TOTAL</b>	<b>22343</b>	<b>3515</b>	<b>2342</b>	<b>18711</b>	<b>46910</b>	<b>100</b>	<b>15</b>
<b>ESALS/LANE</b>	<b>47.6</b>	<b>7.5</b>	<b>5</b>	<b>39.9</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>
Jun 2017	974808	32494	2737	892683	91.6	82125	8.4	88.2	11.8
Jul 2017	975969	31483	2421	900904	92.3	75065.2	7.7	87.4	12.6
Aug 2017	1009074	32551	2616	927992	92	81081.8	8	88.3	11.7
Sep 2017	941075	31369	2573	863885	91.8	77190.3	8.2	89.1	10.9
Oct 2017	953108	30745	2606	872337	91.5	80770.9	8.5	89.1	10.9
Nov 2017	900902	30030	2391	829176	92	71725.8	8	89.1	10.9
Dec 2017	869439	28046	2065	805426	92.6	64013	7.4	88.2	11.8
Jan 2018	777133	25069	2126	711218	91.5	65915.4	8.5	87.3	12.7
Feb 2018	732422	26158	2134	672666	91.8	59756.2	8.2	89.1	10.9
Mar 2018	899645	29021	2200	831445	92.4	68199.7	7.6	90.2	9.8
Apr 2018	850664	28356	2215	784220	92.2	66444	7.8	89.5	10.5
May 2018	1039431	33530	2662	956910	92.1	82521.5	7.9	87.5	12.5
<b>TOTAL</b>	<b>10923670</b>	<b>--</b>	<b>--</b>	<b>10048862</b>	<b>--</b>	<b>874809</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>AVERA GE</b>	<b>910306</b>	<b>2990 4</b>	<b>2396</b>	<b>837405</b>	<b>92</b>	<b>72901</b>	<b>8</b>	<b>89</b>	<b>11</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>
Jun 2017	25253	3633	2484	23058	54429	89	11	0.7
Jul 2017	22257	3831	2252	20033	48372	87	13	1.7
Aug 2017	23865	3536	2284	20897	50582	88	12	1.2
Sep 2017	20809	3103	2028	20608	46548	89	11	0.9
Oct 2017	22079	3110	1788	19884	46861	90	10	1.6
Nov 2017	19599	2736	1498	16531	40364	90	10	1.1
Dec 2017	14090	2504	1185	12527	30306	88	12	0.7
Jan 2018	15526	2839	1441	13237	33043	87	13	1.2
Feb 2018	14312	2062	1192	12404	29970	89	11	0.5
Mar 2018	17718	2055	1307	14249	35330	90	10	1.1
Apr 2018	17911	2401	1428	13971	35711	89	11	1.5
May 2018	22396	3529	2349	18747	47020	88	12	2
<b>TOTAL</b>	<b>235816</b>	<b>35339</b>	<b>21237</b>	<b>206145</b>	<b>498536</b>	--	--	--
<b>AVERAGE</b>	<b>19651</b>	<b>2945</b>	<b>1770</b>	<b>17179</b>	<b>41545</b>	<b>89</b>	<b>11</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>
Jun 2017	2084390	711458	548906	2059562	5404317
Jul 2017	1947717	627968	484577	1890136	4950397
Aug 2017	2337771	771441	616757	2244953	5970921
Sep 2017	2259387	759393	600722	2164611	5784113
Oct 2017	2707830	1023785	857182	2663473	7252270
Nov 2017	2729883	967066	837227	2772666	7306842
Dec 2017	2582553	971563	803393	2647878	7005386
Jan 2018	2736287	998847	829406	2723748	7288288
Feb 2018	2534621	897107	740675	2614255	6786658
Mar 2018	2637284	907307	731619	2602728	6878938
Apr 2018	2414147	828796	668537	2357091	6268571
May 2018	2153551	784938	597727	2126715	5662931
<b>TOTAL</b>	<b>29125420</b>	<b>10249669</b>	<b>8316727</b>	<b>28867816</b>	<b>76559632</b>
<b>AVERAGE</b>	<b>2427118</b>	<b>854139</b>	<b>693061</b>	<b>2405651</b>	<b>6379969</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>
Jun 2017	3859	0.4	4.8	152	78
Jul 2017	3688	0.4	5	168	82
Aug 2017	3022	0.3	3.8	123	58
Sep 2017	2871	0.3	3.8	124	77
Oct 2017	2480	0.3	3.1	117	72
Nov 2017	1977	0.2	2.8	133	81
Dec 2017	868	0.1	1.4	61	38
Jan 2018	1147	0.1	1.8	65	41
Feb 2018	1037	0.1	1.7	50	26
Mar 2018	1066	0.1	1.6	70	34
Apr 2018	1338	0.2	2	93	63
May 2018	2314	0.2	2.8	232	122
<b>TOTAL</b>	<b>25667</b>	<b>--</b>	<b>--</b>	<b>1388</b>	<b>772</b>
<b>AVERAGE</b>	<b>2138.9</b>	<b>0.2</b>	<b>2.9</b>	<b>115.7</b>	<b>64.3</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>
Jun 2017	356293	327949	684242	52.1	47.9
Jul 2017	325024	283175	608199	53.4	46.6
Aug 2017	340556	296904	637460	53.4	46.6
Sep 2017	301806	300251	602057	50.1	49.9
Oct 2017	327015	290927	617942	52.9	47.1
Nov 2017	288577	242461	531038	54.3	45.7
Dec 2017	226392	195594	421986	53.6	46.4
Jan 2018	243904	210402	454307	53.7	46.3
Feb 2018	217781	187177	404958	53.8	46.2
Mar 2018	259219	219426	478646	54.2	45.8
Apr 2018	262841	213385	476226	55.2	44.8
May 2018	329620	285332	614952	53.6	46.4
<b>TOTAL</b>	<b>3479029</b>	<b>3052983</b>	<b>6532012</b>	--	--
<b>AVERAGE</b>	<b>289919</b>	<b>254415.3</b>	<b>544334.3</b>	<b>53.4</b>	<b>46.6</b>