

FEBRUARY 2018



**WIM #42
US 61,
MP 119.6
COTTAGE
GROVE,
MINNESOTA**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #42 is located on US 61 near Cottage Grove in Washington county.

System Operation

WIM #42 was operational for the entire month of February 2018. Volume was computed using all monthly data.

System Calibration

WIM #42 was most recently calibrated on 2016-08-04. 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 2. 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: 821000 | Passenger Vehicles: 785225 | Heavy Commercial Vehicles: 35775

Monthly Average Daily Traffic (MADT): 29321 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1278

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 Wednesdays, with lowest volumes reported on Sundays. SB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays (see Figure 3 and 4).

Passenger Vehicles (PVs)

Volume trends. On an average 24-hour day (see Figure 5), NB PVs generally reached peak volume levels between 06 AM and 04 PM. Similarly, SB PVs peaked in volume between 03 PM and 05 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 06 AM and 04 PM, while volume going SB peaked between 03 PM and 05 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 5's.

Overweight HCVs

Volume trends. Of a total of 35775 HCVs, 1757 of them were overweight³. These overweight HCVs contributed to 0.2% of total monthly volume, and 5% 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 Wednesdays, with lowest volumes reported on Saturdays. See Figure 3 . The top two overweight violators by class were the class 9 and class 5 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 51.8% of all overweight vehicles traveling SB this month (see Figure 7 & 8). Figure 9 shows the number of vehicles exceeding 88,000 pounds that crossed the WIM over the last 12 months. The highest number of 88,000+ vehicles within the last 12 months occurred in August.

WIMs are currently used as a screening tool for weight enforcement, and it is estimated that the WIM scales can measure gross vehicle weights (GVW) within 90-95% of static weight scale measurements. Due to the possibility of measurement error, vehicles exceeding 10% of their legal weight limits (or 1.1 times their legal weight limits) are considered overweight in this report⁴.

Using normal load limits ,35 NB vehicles exceeded 88,000 pounds (16 vehicles were Class 10's; 10 vehicles were Class 9's). Of vehicles traveling SB,

67 NB vehicles exceeded 88,000 pounds (28 vehicles were Class 10's; 27 vehicles were Class 9'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 221767 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (56.8%) than SB (43.2%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 5895 (Hastings Bridge) is approximately 1.9 miles south of WIM #42, and Bridge No. 82J16 is 1.0 miles north of WIM #42. WIM #42 recorded a total of 821000 vehicles with a combined GVW of 4363532 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 18081 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 54.9% of all ESALs were recorded NB while 45.1% was observed SB. In particular, 66% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 17% 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).

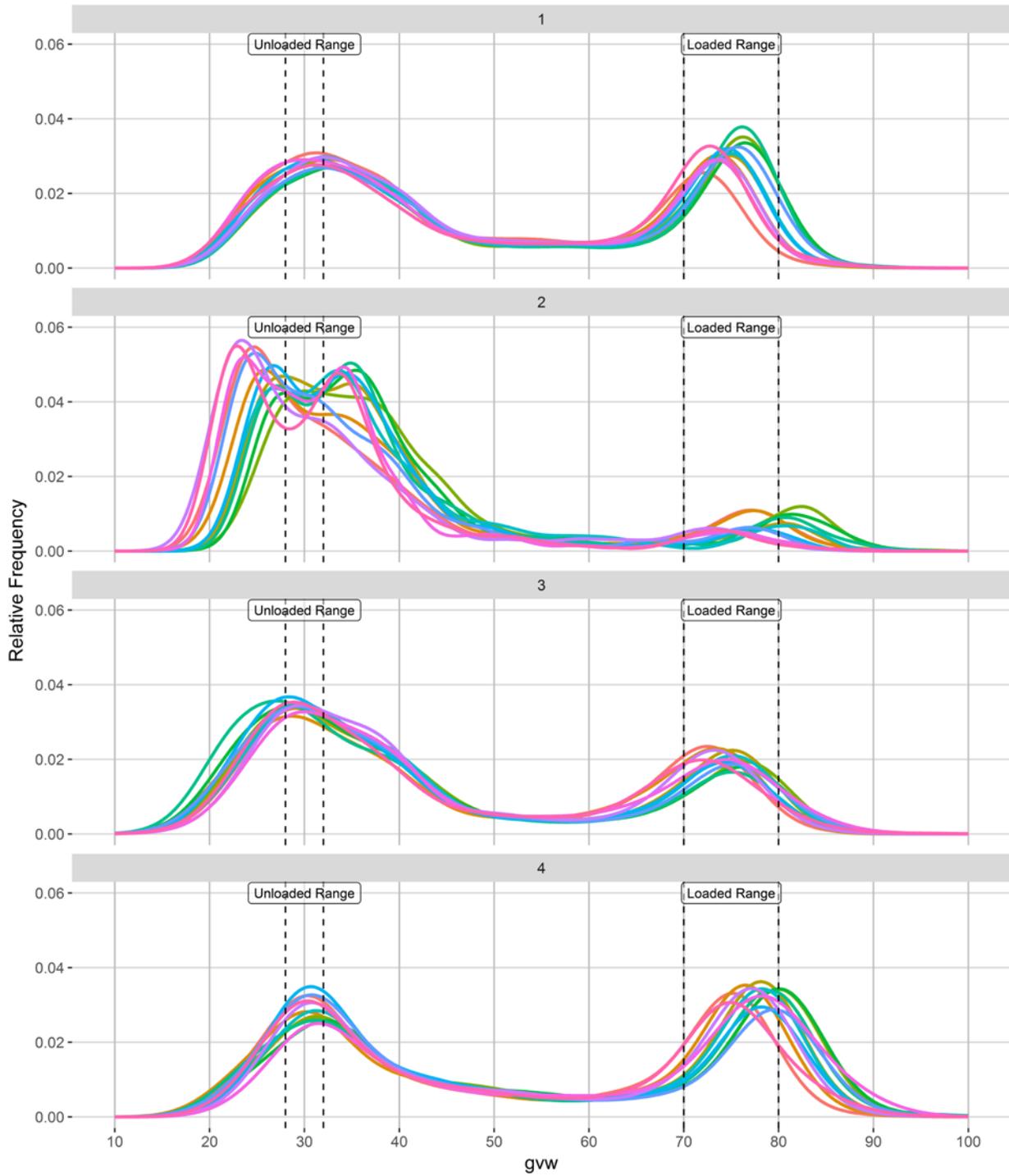
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

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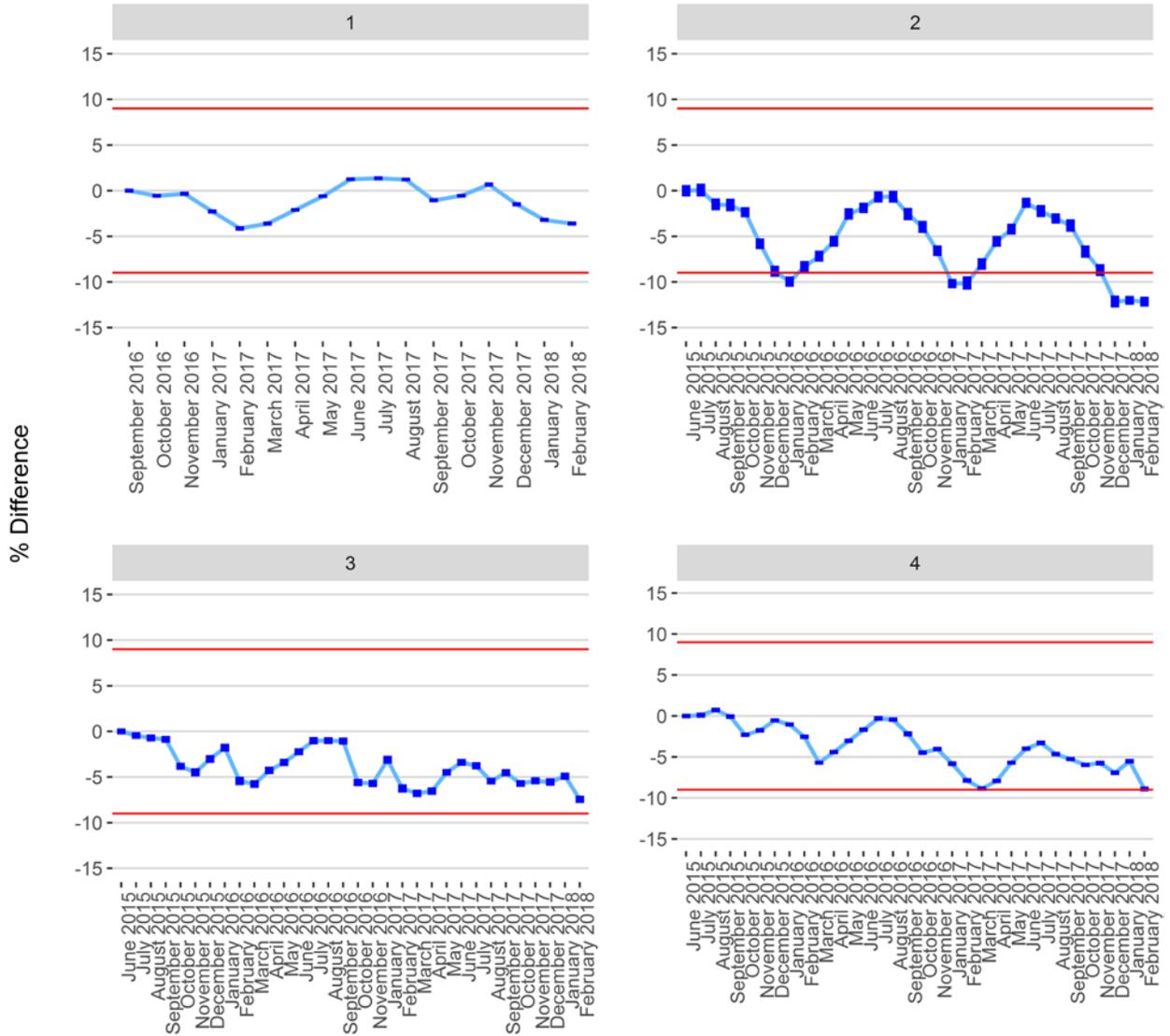
Figure 1 - Monthly Class 9 GVW Histogram



— March 2017 — June 2017 — September 2017 — December 2017
— April 2017 — July 2017 — October 2017 — January 2018
— May 2017 — August 2017 — November 2017 — February 2018

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

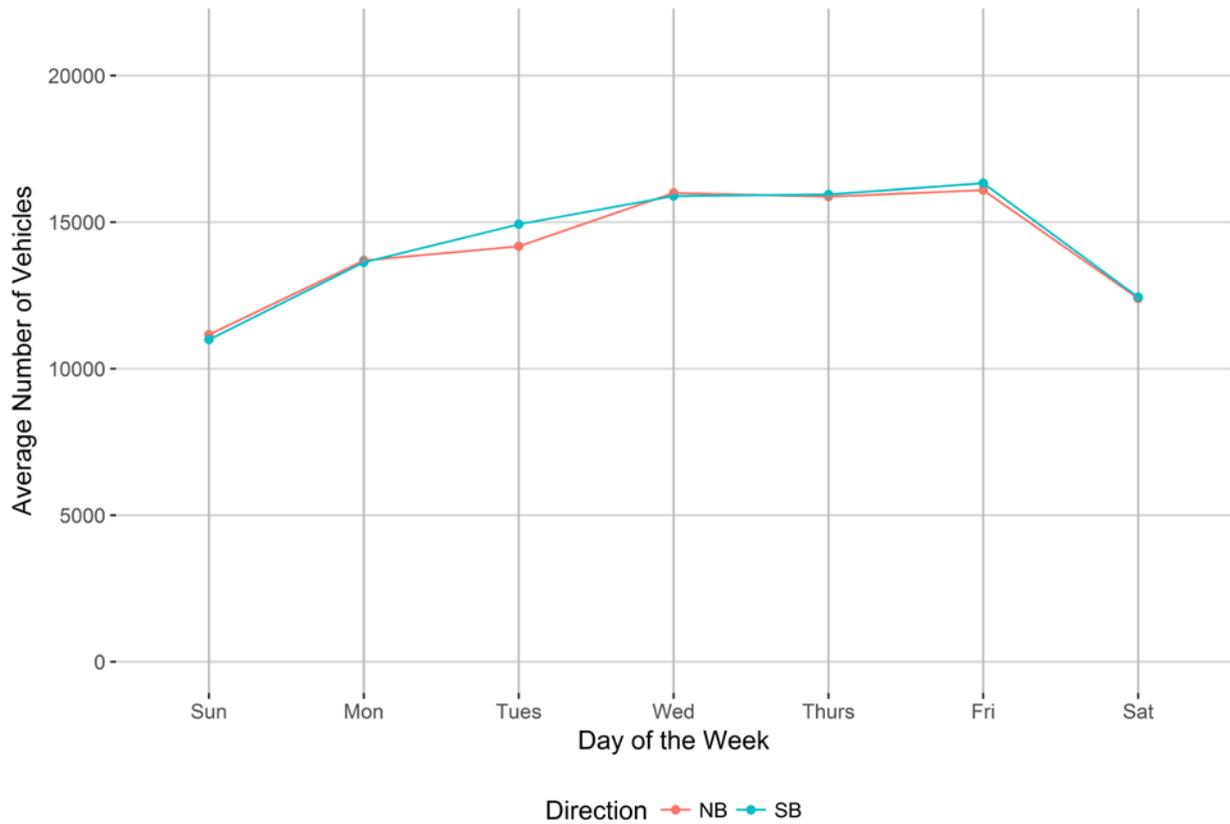


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

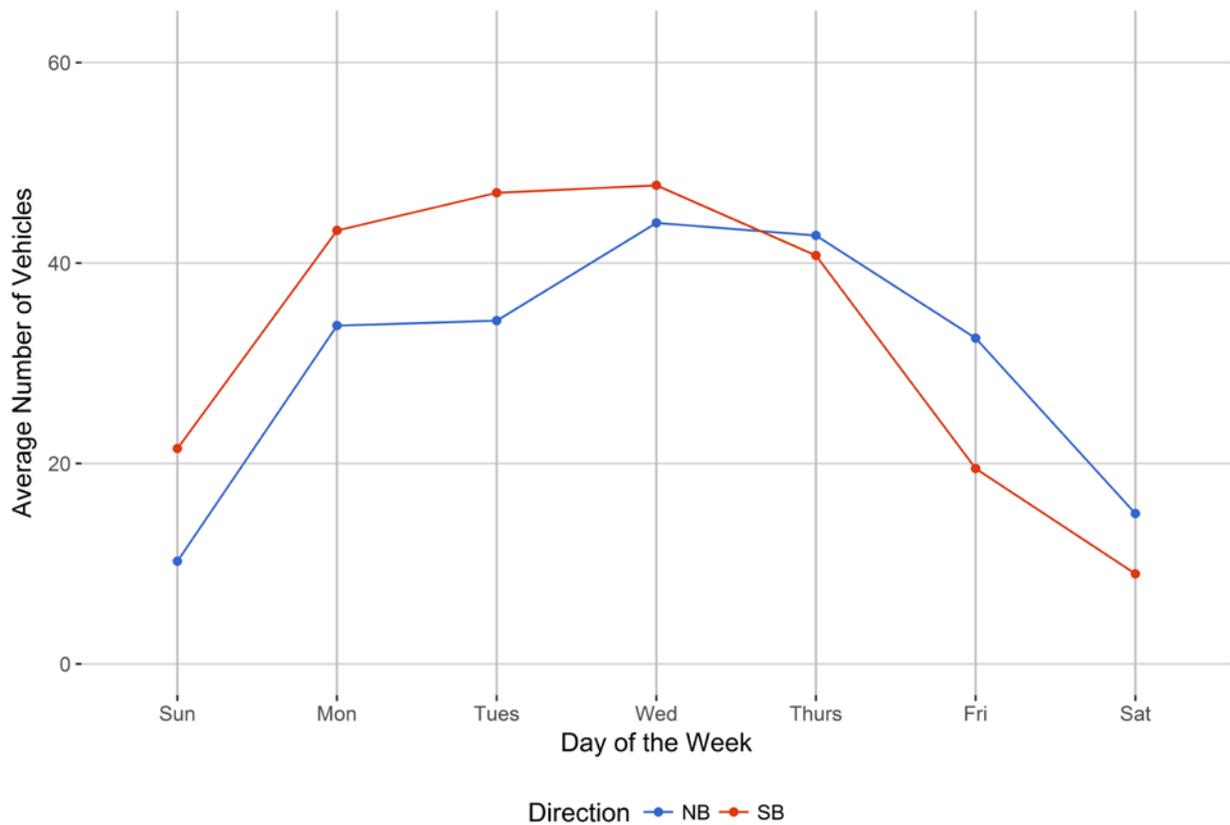


Figure 4 - Passenger Vehicles vs. Hour of the Day

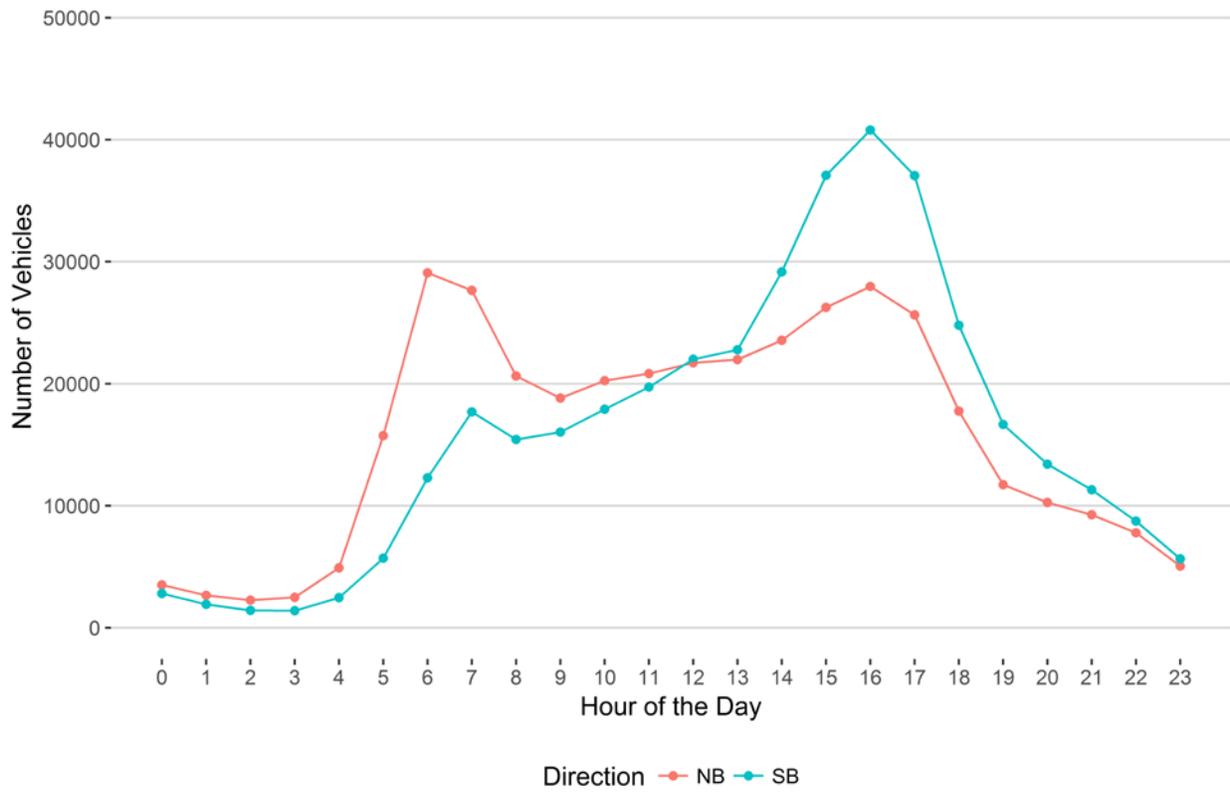


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

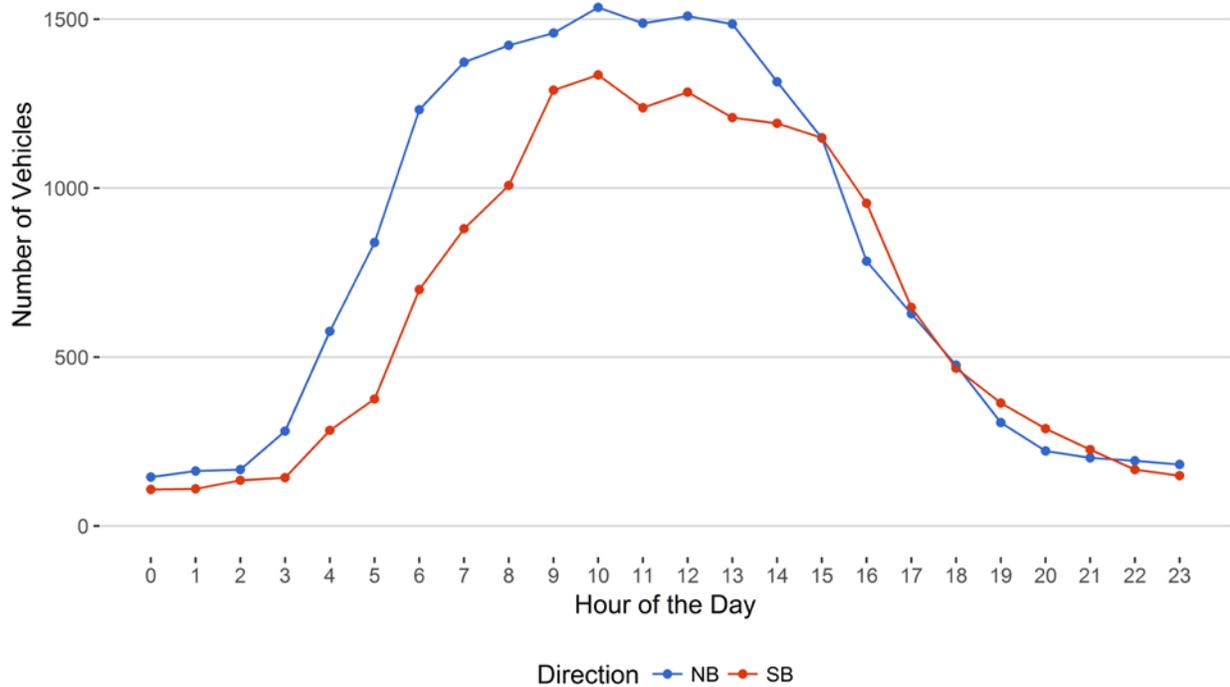


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

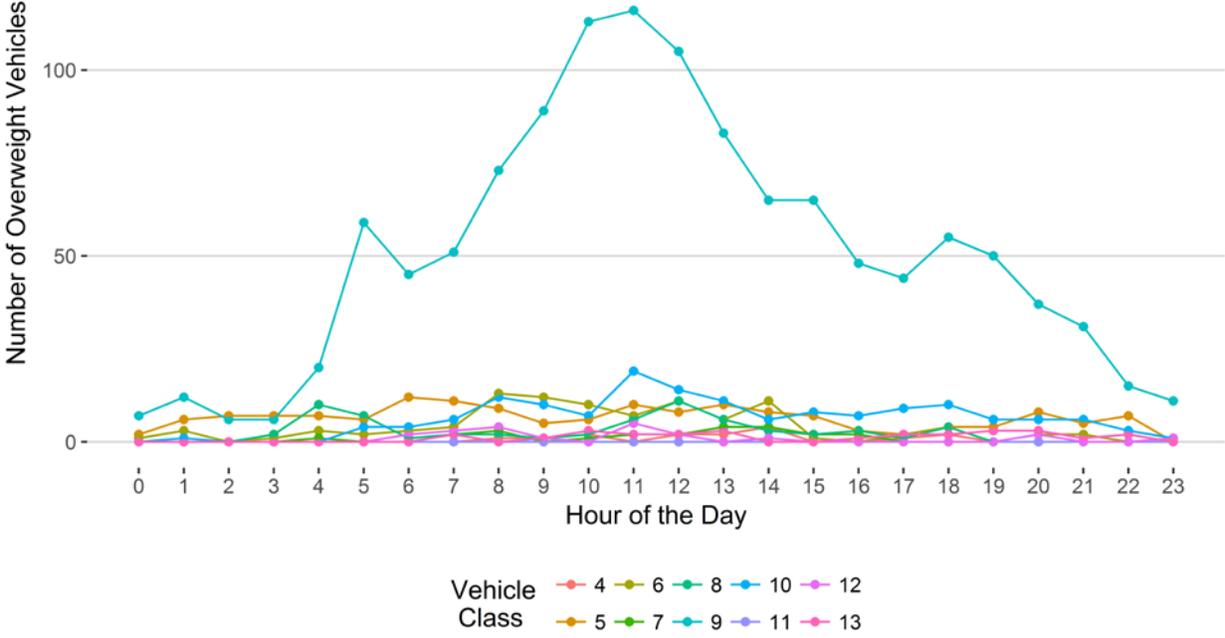


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

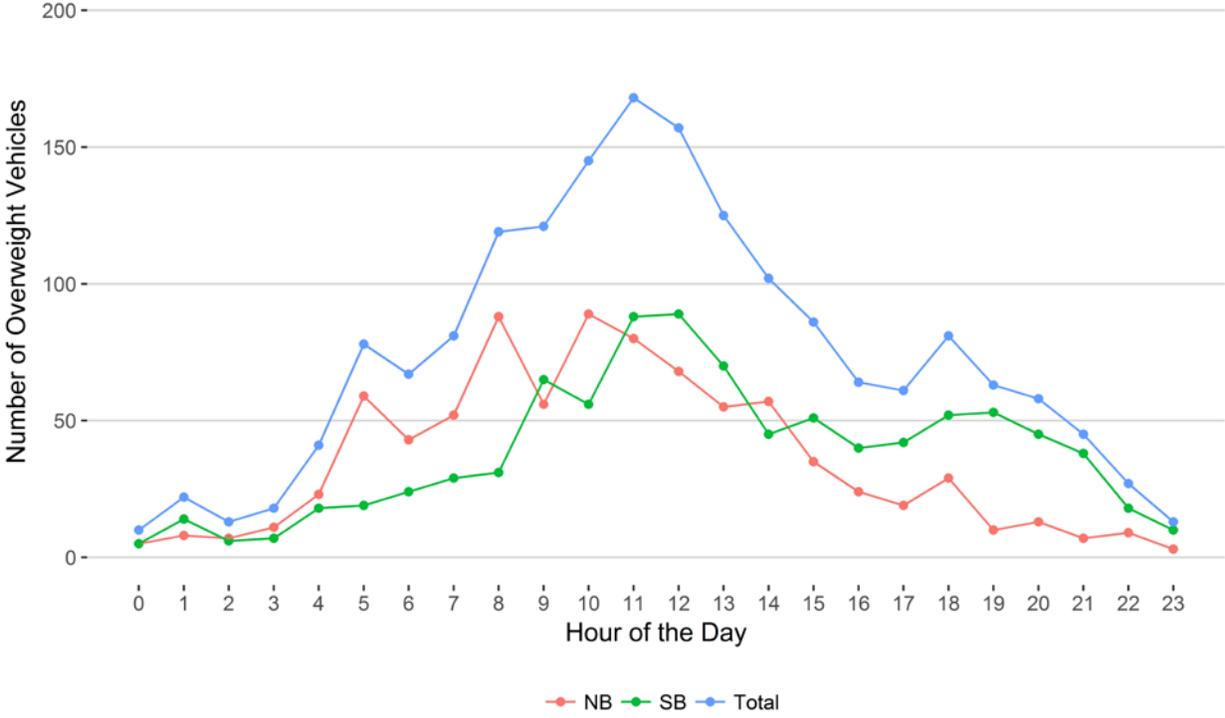
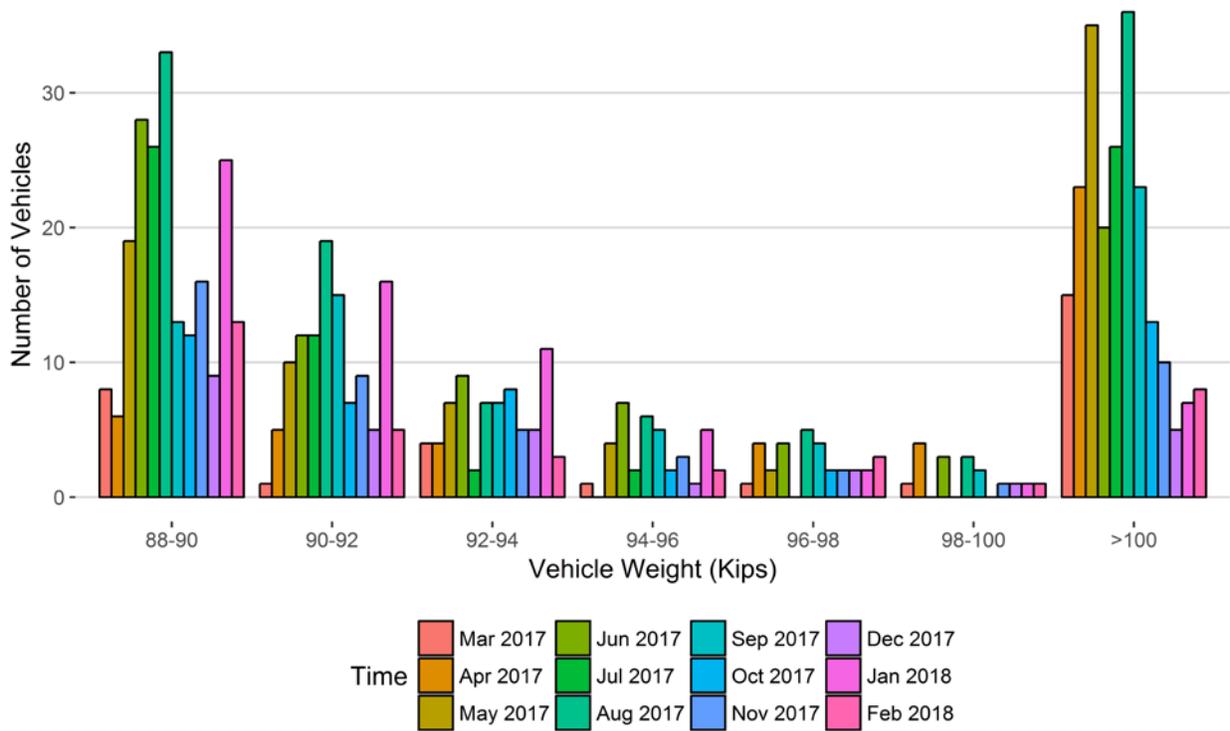
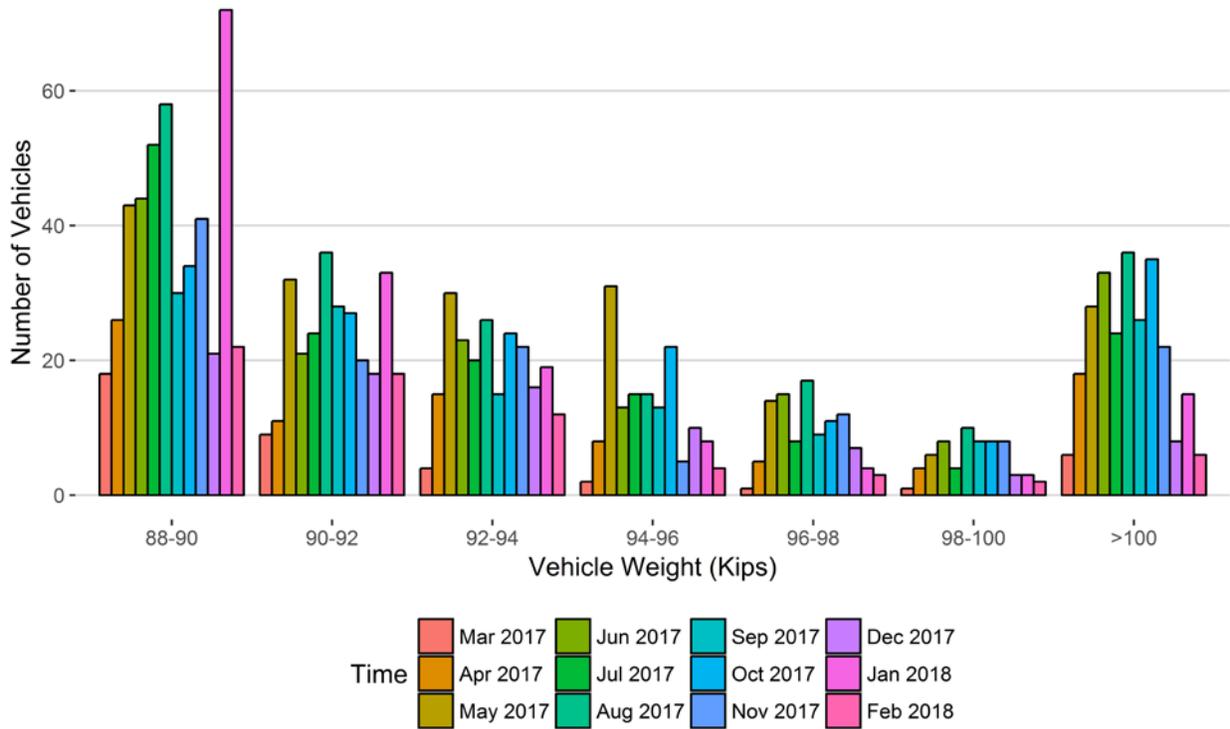


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Mar 2017	Apr 2017	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018
88-90	8	6	19	28	26	33	13	12	16	9	25	13
90-92	1	5	10	12	12	19	15	7	9	5	16	5
92-94	4	4	7	9	2	7	7	8	5	5	11	3
94-96	1	0	4	7	2	6	5	2	3	1	5	2
96-98	1	4	2	4	0	5	4	2	2	2	2	3
98-100	1	4	0	3	0	3	2	0	1	1	1	1
>100	15	23	35	20	26	36	23	13	10	5	7	8
Total	31	46	77	83	68	109	69	44	46	28	67	35

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



Vehicle Weights (Kips)	Mar 2017	Apr 2017	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018
88-90	18	26	43	44	52	58	30	34	41	21	72	22
90-92	9	11	32	21	24	36	28	27	20	18	33	18
92-94	4	15	30	23	20	26	15	24	22	16	19	12
94-96	2	8	31	13	15	15	13	22	5	10	8	4
96-98	1	5	14	15	8	17	9	11	12	7	4	3
98-100	1	4	6	8	4	10	8	8	8	3	3	2
>100	6	18	28	33	24	36	26	35	22	8	15	6
Total	41	87	184	157	147	198	129	161	130	83	154	67

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

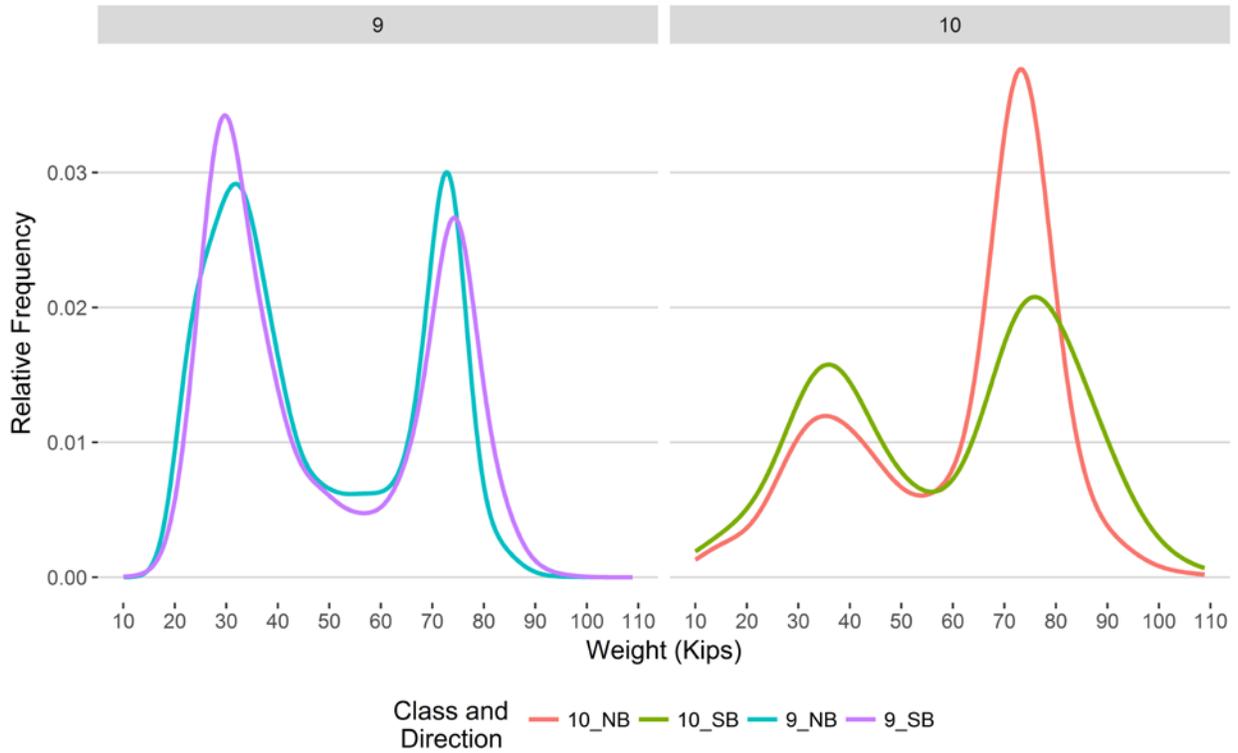


Figure 9 - Freight Percentage by Direction and Class

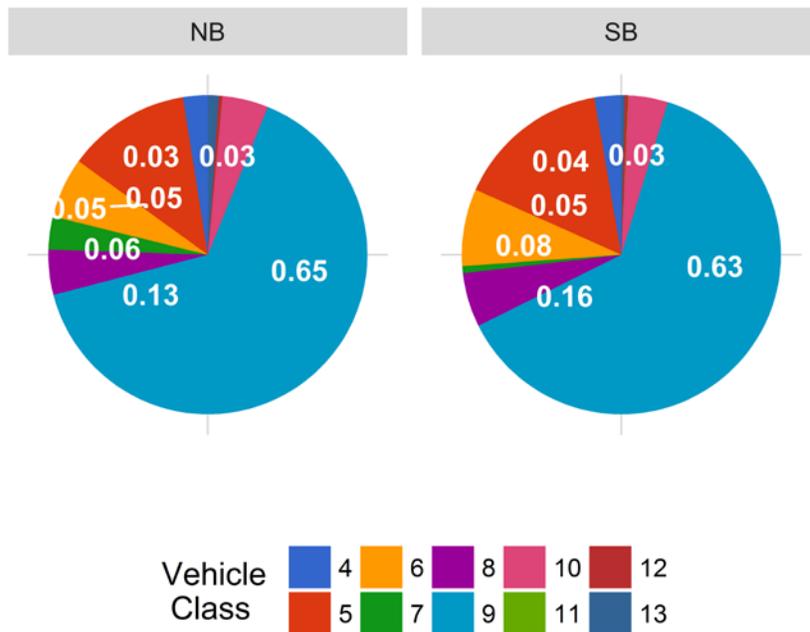


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

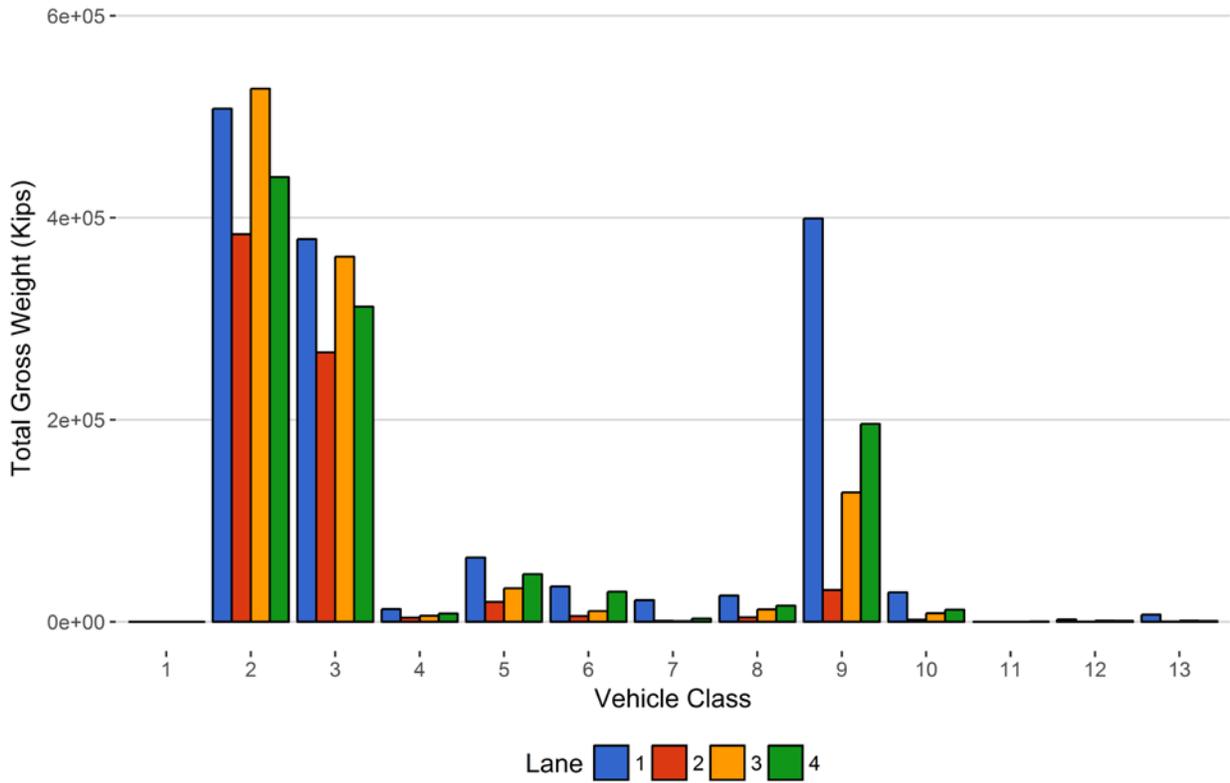


Figure 11 - Total Gross Vehicle Weight I

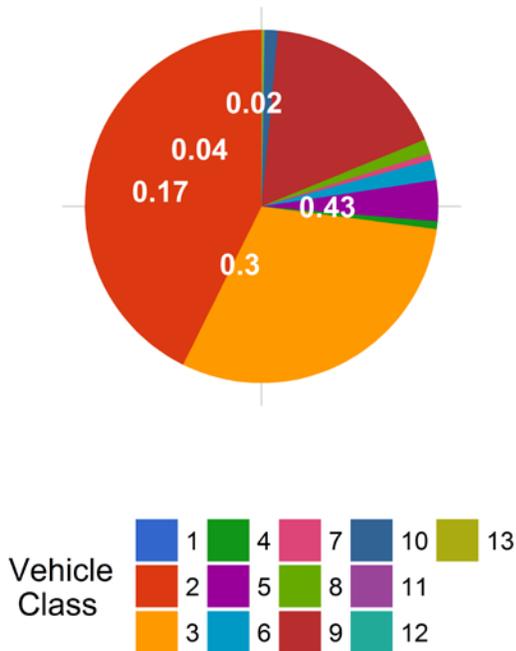


Figure 12 - Total ESALs by Class and Lane

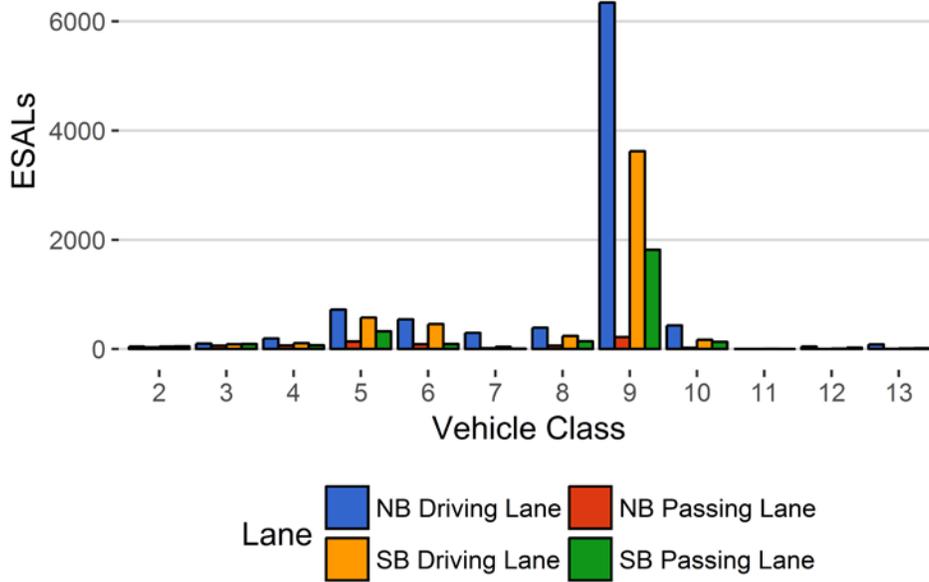


Figure 13 - ESALs by Class

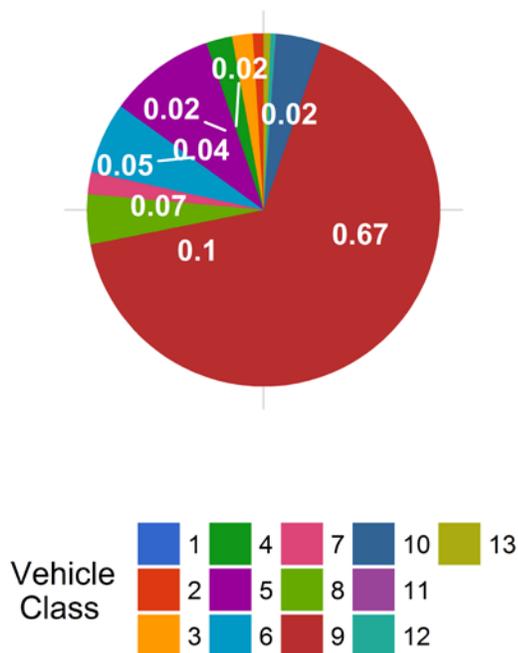


Table 1 Class 9 Front Axle Weight by Lane

<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>
June 2015	NA	NA	10.99	0.00	10.36	0.00	11.58	0.00
July 2015	NA	NA	11.00	0.07	10.31	-0.46	11.59	0.10
August 2015	NA	NA	10.83	-1.50	10.29	-0.71	11.66	0.73
September 2015	NA	NA	10.82	-1.58	10.27	-0.86	11.57	-0.07
October 2015	NA	NA	10.73	-2.36	9.96	-3.82	11.31	-2.30
November 2015	NA	NA	10.35	-5.82	9.90	-4.48	11.38	-1.76
December 2015	NA	NA	10.02	-8.82	10.05	-3.02	11.52	-0.54
January 2016	NA	NA	9.90	-9.96	10.18	-1.79	11.46	-1.04
February 2016	NA	NA	10.08	-8.33	9.80	-5.44	11.28	-2.55
March 2016	NA	NA	10.20	-7.17	9.76	-5.76	10.92	-5.71
April 2016	NA	NA	10.38	-5.54	9.92	-4.27	11.07	-4.40
May 2016	NA	NA	10.71	-2.55	10.01	-3.40	11.23	-3.03
June 2016	NA	NA	10.79	-1.89	10.13	-2.23	11.38	-1.68
July 2016	NA	NA	10.92	-0.67	10.25	-1.02	11.54	-0.30
August 2016	NA	NA	10.92	-0.66	10.26	-1.01	11.53	-0.45
September 2016	10.31	0.00	10.71	-2.56	10.25	-1.07	11.33	-2.18
October 2016	10.25	-0.56	10.56	-3.97	9.78	-5.60	11.06	-4.48
November 2016	10.27	-0.33	10.27	-6.58	9.77	-5.71	11.11	-4.04
January 2017	10.07	-2.27	9.87	-10.18	10.04	-3.10	10.90	-5.84
February 2017	9.88	-4.13	9.88	-10.10	9.71	-6.24	10.67	-7.87
March 2017	9.94	-3.61	10.11	-8.04	9.66	-6.79	10.55	-8.88
April 2017	10.09	-2.11	10.38	-5.55	9.68	-6.54	10.66	-7.92
May 2017	10.25	-0.61	10.53	-4.22	9.90	-4.48	10.92	-5.70
June 2017	10.44	1.25	10.85	-1.33	10.01	-3.39	11.12	-3.99
July 2017	10.45	1.36	10.75	-2.23	9.97	-3.77	11.20	-3.28
August 2017	10.43	1.22	10.66	-3.04	9.79	-5.46	11.04	-4.65

September 2017	10.20	-1.06	10.57	-3.80	9.89	-4.52	10.97	-5.27
October 2017	10.25	-0.56	10.26	-6.68	9.77	-5.71	10.89	-5.98
November 2017	10.38	0.67	10.04	-8.70	9.80	-5.41	10.91	-5.75
December 2017	10.15	-1.49	9.66	-12.14	9.79	-5.54	10.78	-6.93
January 2018	9.98	-3.20	9.67	-12.02	9.85	-4.90	10.94	-5.52
February 2018	9.94	-3.60	9.66	-12.16	9.59	-7.44	10.55	-8.91

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	1	0	0	0
2	18923	529852	64.5	0	0
3	9120	255372	31.1	0	0
4	38	1075	0.1	15	0.9
5	442	12382	1.5	154	8.8
6	101	2834	0.3	98	5.6
7	16	460	0.1	23	1.3
8	74	2059	0.3	63	3.6
9	568	15899	1.9	1206	68.6
10	31	875	0.1	150	8.5
11	0	6	0	0	0
12	2	64	0	21	1.2
13	4	120	0	27	1.5
TOTAL	29321	821000	100	1757	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>
2018-02-28	Wednesday	18:10:02	9	SB	4	114.06
2018-02-14	Wednesday	20:09:48	10	SB	4	108.88
2018-02-13	Tuesday	16:32:24	10	NB	1	106.47
2018-02-15	Thursday	12:52:08	10	SB	4	103.13
2018-02-20	Tuesday	08:26:06	9	NB	1	102.23
2018-02-08	Thursday	11:08:09	10	NB	1	100.64
2018-02-21	Wednesday	18:25:49	10	SB	3	100.56
2018-02-18	Sunday	11:37:07	10	SB	4	100.03
2018-02-12	Monday	12:32:24	10	SB	4	99.34
2018-02-23	Friday	10:54:54	9	NB	1	98.03

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	568	85	15	15608	1051	4181
5	NB	8	6222	1385	22.3	73478	9719	17391
6	NB	19	1343	218	16.2	37071	3543	7848
7	NB	11.5	379	0	0	22246	0	8944
8	NB	31	1022	616	60.3	16336	14053	1875
9	NB	33	8956	2842	31.7	353351	77360	75794
10	NB	33.5	509	67	13.2	29304	1749	7248
11	NB	36.5	1	1	100	0	30	0
12	NB	36.5	34	0	0	2360	0	559
13	NB	31.5	98	0	0	7332	0	2122
TOTAL	****	****	19132	5214	****	557086	****	125964
<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	479	54	11.3	13289	677	3457
5	SB	8	5835	1023	17.5	72995	7296	17250
6	SB	19	1417	170	12	37567	2722	6937
7	SB	11.5	69	0	0	3670	0	1438
8	SB	31	983	600	61	14528	13739	1327
9	SB	33	6525	2253	34.5	260461	63502	59742
10	SB	33.5	343	60	17.5	18795	1589	4657
11	SB	36.5	5	1	20	228	33	41
12	SB	36.5	28	0	0	1821	0	400
13	SB	31.5	19	0	0	1706	0	554
TOTAL	****	****	15703	4161	****	425060	****	95803
GRAND TOTAL	****	****	34835	9375	432	982146	197063	221767

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	0	0	0	1	1	0
2	508007	383701	527883	440329	1859920	42.7
3	378861	266801	361452	312090	1319204	30.3
4	12500	4159	5929	8037	30626	0.7
5	63519	19678	33104	47187	163488	3.8
6	34996	5619	10491	29798	80903	1.9
7	21287	959	526	3144	25916	0.6
8	26000	4390	12266	16001	58656	1.3
9	399285	31427	127988	195974	754673	17.3
10	29102	1951	8376	12007	51436	1.2
11	30	0	0	261	291	0
12	2300	60	974	847	4181	0.1
13	7041	291	971	735	9038	0.2
TOTAL	1482927	719035	1089959	1066412	4358334	100
GVW/LANE	34.03	16.5	25.01	24.47	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	0.5
2	46	34	50	47	177	0.98	7e-04
3	99	60	93	89	341	1.89	0.0028
4	194	63	66	106	429	2.38	0.82
5	723	138	322	575	1758	9.75	0.29
6	543	90	92	456	1181	6.55	0.86
7	296	13	7	44	360	2	1.6
8	389	59	140	239	827	4.59	0.83
9	6343	220	1816	3622	12000	66.55	1.55
10	432	20	132	169	753	4.18	1.76
11	0	0	0	4	4	0.02	1.15
12	47	1	26	10	83	0.46	2.42
13	84	3	16	13	116	0.64	1.89
TOTAL	9197	699	2760	5374	18030	100	14
ESALS/LANE	51	3.9	15.3	29.8	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>
Mar 2017	952745	30734	1335	911366	95.7	41379.5	4.3	72.6	27.4
Apr 2017	996158	33205	1495	951298	95.5	44860.4	4.5	73.9	26.1
May 2017	1073236	34620	1672	1021419	95.2	51817	4.8	73.2	26.8
Jun 2017	1080417	36014	1846	1025050	94.9	55366.6	5.1	73.5	26.5
Jul 2017	1068790	34477	1568	1020187	95.5	48603	4.5	73.1	26.9
Aug 2017	1061457	34240	1731	1007809	94.9	53647.7	5.1	72.3	27.7
Sep 2017	1024417	34147	1676	974137	95.1	50280.4	4.9	73.5	26.5
Oct 2017	1066794	34413	1775	1011755	94.8	55038.8	5.2	73.9	26.1
Nov 2017	953086	31770	1573	905896	95	47190.4	5	74	26
Dec 2017	916857	29576	1233	878647	95.8	38210.2	4.2	71.1	28.9
Jan 2018	872295	28138	1250	833551	95.6	38744	4.4	68.9	31.1
Feb 2018	821000	29321	1278	785225	95.6	35774.6	4.4	71.6	28.4
TOTAL	11887252	--	--	11326340	--	560913	--	--	--
AVERAGE	990604	32555	1536	943862	95	46743	5	73	27

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	8573	898	3028	6735	19234	80	20	1.2
Apr 2017	11110	1037	3116	8548	23810	83	17	0.7
May 2017	13140	1284	4010	10619	29052	82	18	1.3
Jun 2017	17094	1587	4226	12090	34997	83	17	1.6
Jul 2017	14862	1367	3640	10342	30211	83	17	0.9
Aug 2017	16521	1443	3865	10965	32795	84	16	1.7
Sep 2017	13486	1270	3745	10395	28896	83	17	1.2
Oct 2017	14796	1056	3830	10197	29879	84	16	0.7
Nov 2017	13898	810	3662	9572	27942	84	16	0.8
Dec 2017	9122	748	3027	7048	19946	81	19	1.6
Jan 2018	8928	843	3536	7448	20755	79	21	2.9
Feb 2018	9225	701	2769	5385	18081	81	19	1.9
TOTAL	150757	13043	42455	109343	315598	--	--	--
AVERAGE	12563	1087	3538	9112	26300	82	18	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>
Mar 2017	1535621	819939	1217052	1168290	4740903
Apr 2017	1484466	720163	1090816	1068086	4363532
May 2017	1676177	855364	1250915	1264559	5047015
Jun 2017	1834413	972425	1304723	1424581	5536142
Jul 2017	2048915	1078488	1505827	1584373	6217603
Aug 2017	2228949	1119563	1574829	1626819	6550161
Sep 2017	2126470	1091575	1499708	1469135	6186888
Oct 2017	2166374	1116411	1494313	1517190	6294287
Nov 2017	1995793	1061893	1411603	1508519	5977808
Dec 2017	2111653	1089943	1502804	1588535	6292934
Jan 2018	1895059	933642	1366755	1465744	5661201
Feb 2018	1643079	793869	1249765	1255341	4942054
TOTAL	22746970	11653275	16469110	16941173	67810528
AVERAGE	1895581	971106	1372426	1411764	5650877

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	1721	0.2	4.2	77	23
Apr 2017	2830	0.3	6.4	133	49
May 2017	4156	0.4	8.1	261	69
Jun 2017	5870	0.6	10.7	241	64
Jul 2017	5270	0.5	11	215	54
Aug 2017	5377	0.5	10.1	308	85
Sep 2017	4168	0.4	8.3	199	60
Oct 2017	3836	0.4	7	206	56
Nov 2017	4271	0.5	9.1	177	42
Dec 2017	2385	0.3	6.3	111	17
Jan 2018	2776	0.3	7.1	224	28
Feb 2018	1765	0.2	4.9	102	17
TOTAL	44425	--	--	2254	564
AVERAGE	3702.1	0.4	7.8	187.8	47

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	126731	118761	245492	51.6	48.4
Apr 2017	152524	135518	288042	53	47
May 2017	182090	164804	346895	52.5	47.5
Jun 2017	233945	177367	411312	56.9	43.1
Jul 2017	194424	153209	347633	55.9	44.1
Aug 2017	217682	162484	380166	57.3	42.7
Sep 2017	189502	157281	346783	54.6	45.4
Oct 2017	213041	158477	371518	57.3	42.7
Nov 2017	183851	144619	328470	56	44
Dec 2017	126740	115689	242429	52.3	47.7
Jan 2018	122668	121856	244524	50.2	49.8
Feb 2018	125964	95803	221767	56.8	43.2
TOTAL	2069163	1705868	3775031	--	--
AVERAGE	172430.2	142155.7	314585.9	54.5	45.5