

**JUNE 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 June 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 <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: 1115053 | Passenger Vehicles: 1061160 | Heavy Commercial Vehicles: 53893

Monthly Average Daily Traffic (MADT): 37168 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1796

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 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 03 PM and 05 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 03 PM and 05 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 53893 HCVs, 3991 of them were overweight<sup>3</sup>. These overweight HCVs contributed to 0.4% of total monthly volume, and 7.6% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Mondays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Mondays, with lowest volumes reported on Saturdays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 6 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 53.5% 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 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 report<sup>4</sup>.

Using normal load limits ,57 NB vehicles exceeded 88,000 pounds (27 vehicles were Class 10's; 24 vehicles were Class 13's). Of vehicles traveling SB,

72 NB vehicles exceeded 88,000 pounds (37 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 June 2018.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in June 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 363262 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (59.4%) than SB (40.6%). 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 1115053 vehicles with a combined GVW of 6401628 kips (1 kip = 1,000 pounds = 0.5 tons) in June 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 30161 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 58.7% of all ESALs were recorded NB while 41.3% was observed SB. In particular, 60% 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).

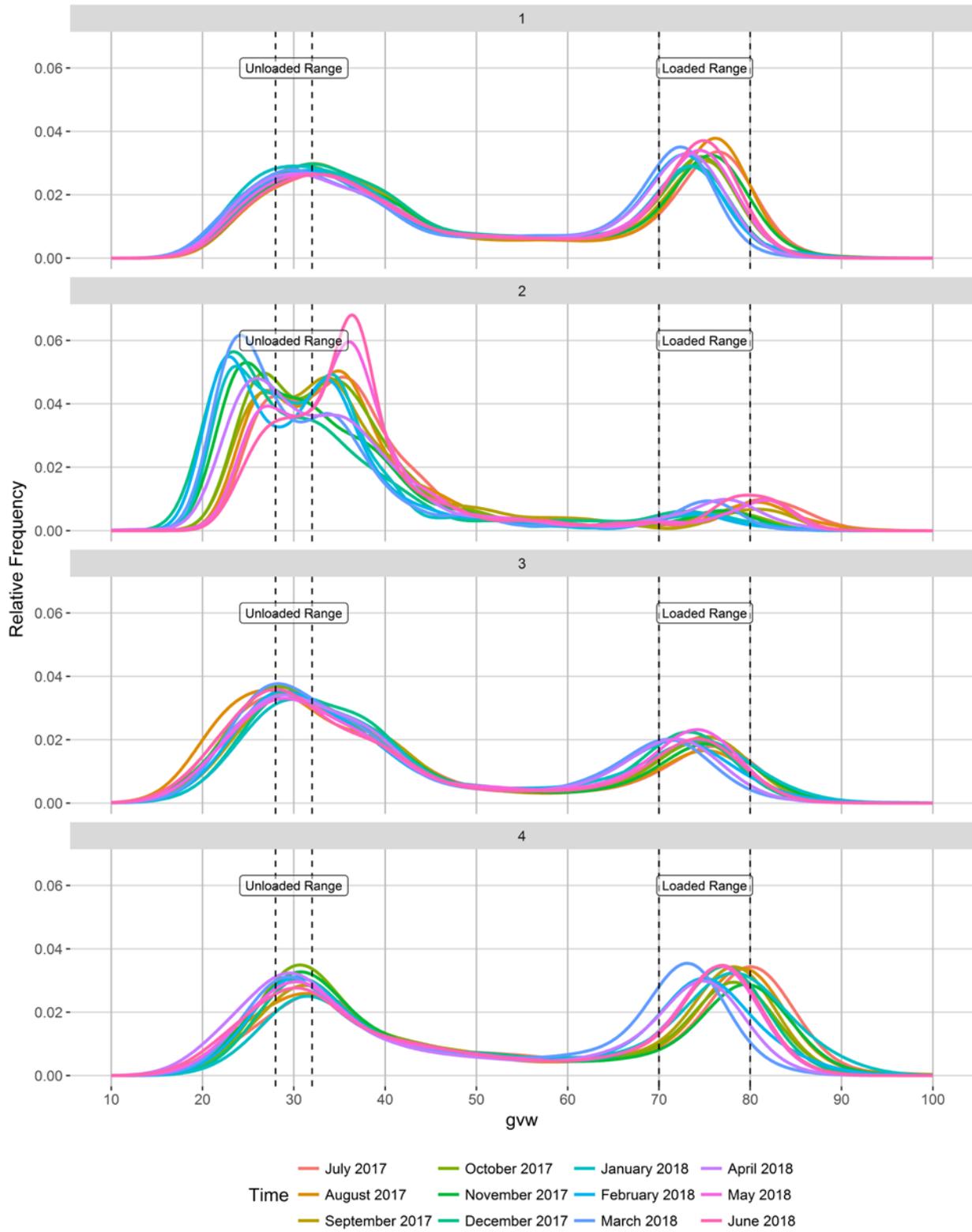
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

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>

- <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.

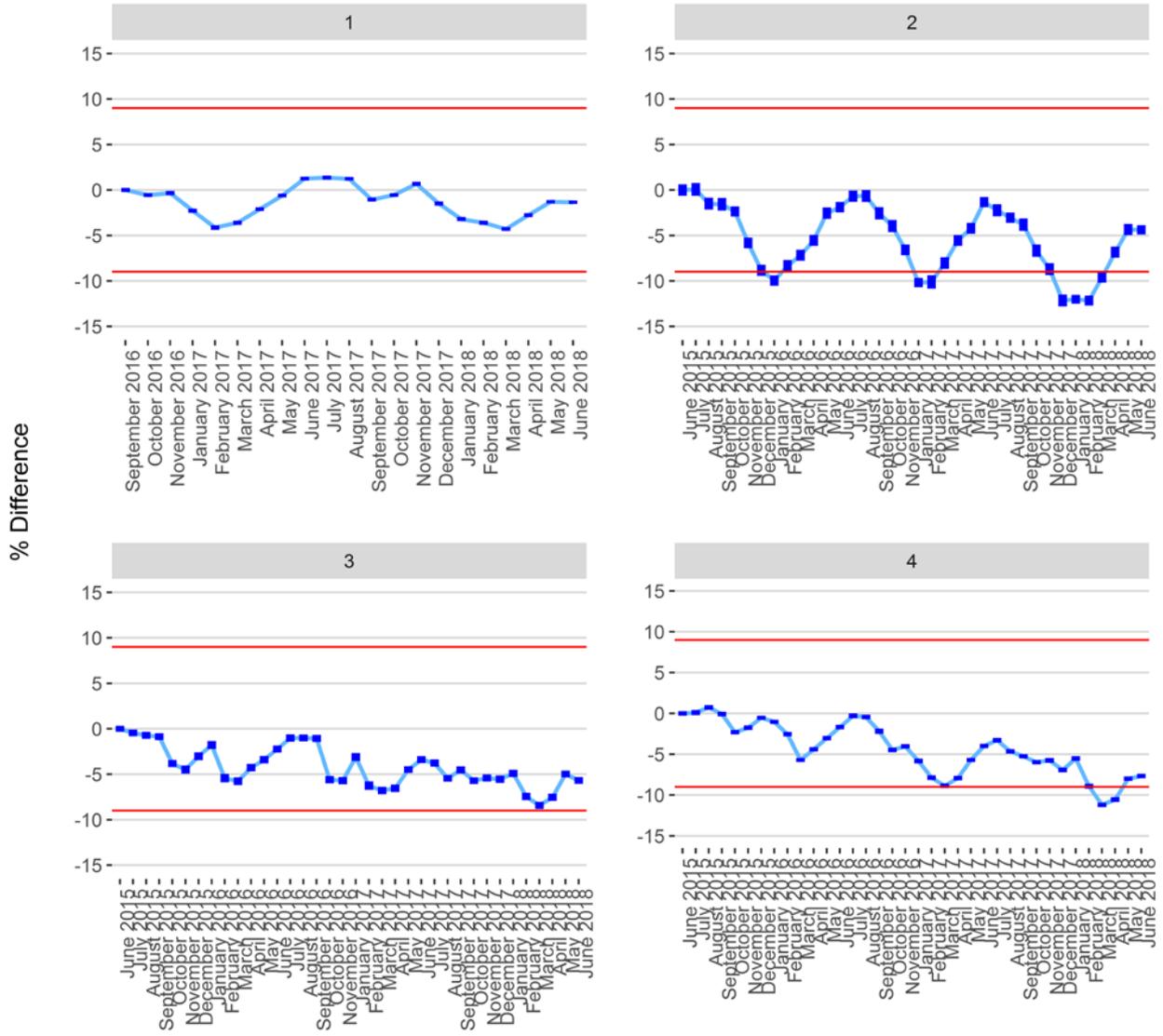
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Figure 1 - Monthly Class 9 GVW Histogram



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

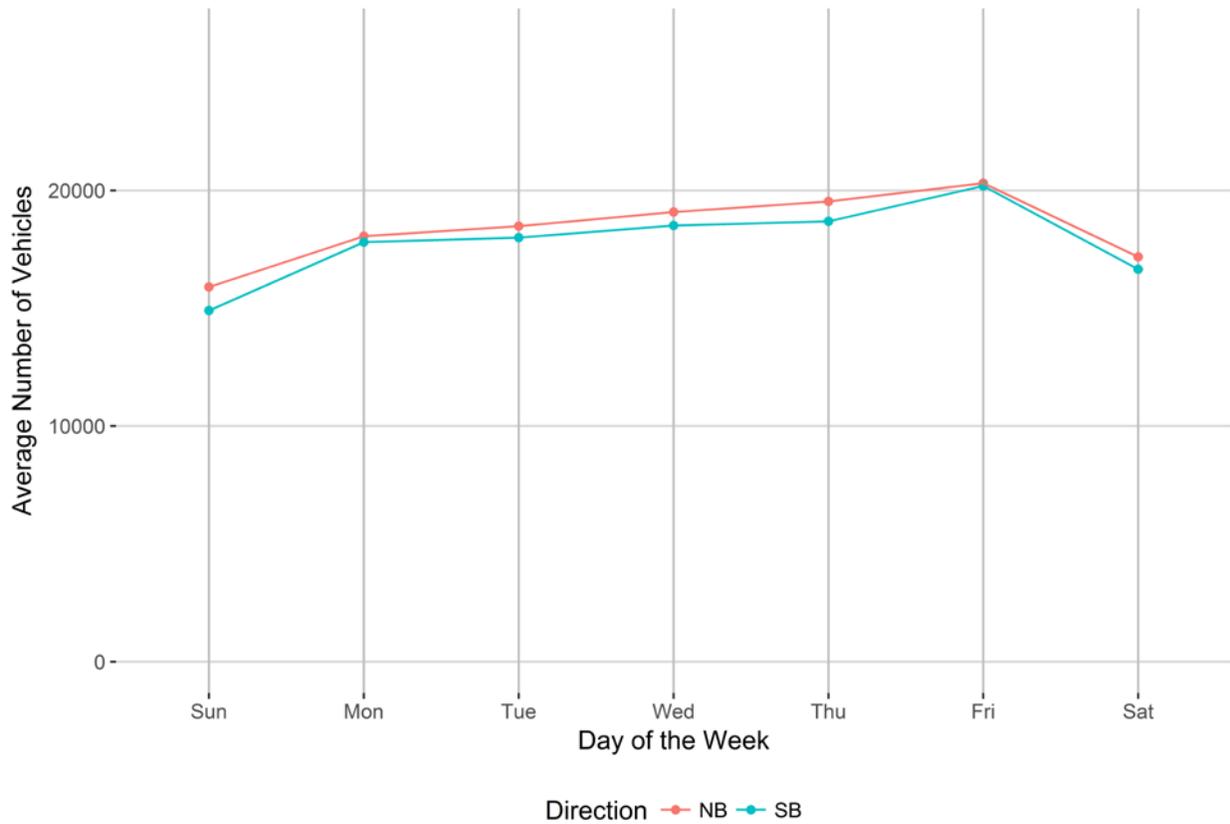


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

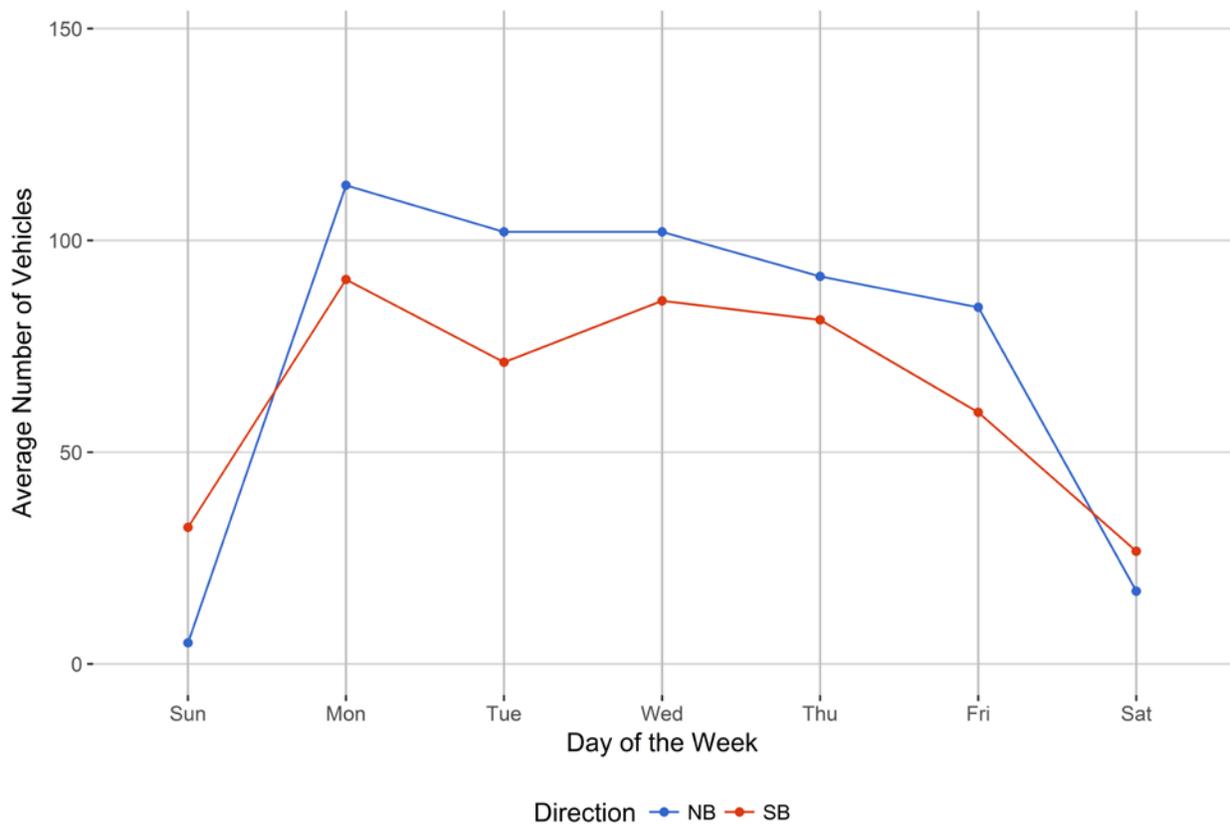


Figure 4 - Passenger Vehicles vs. Hour of the Day

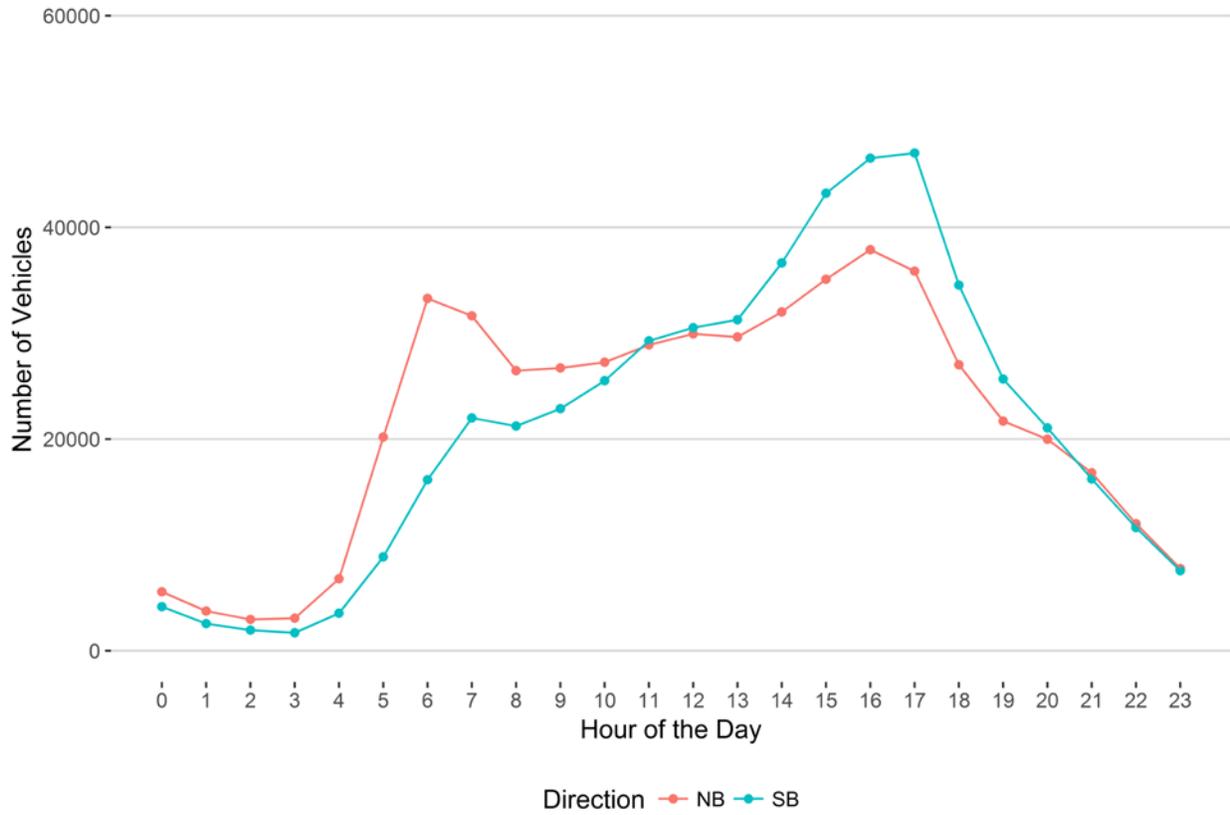


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

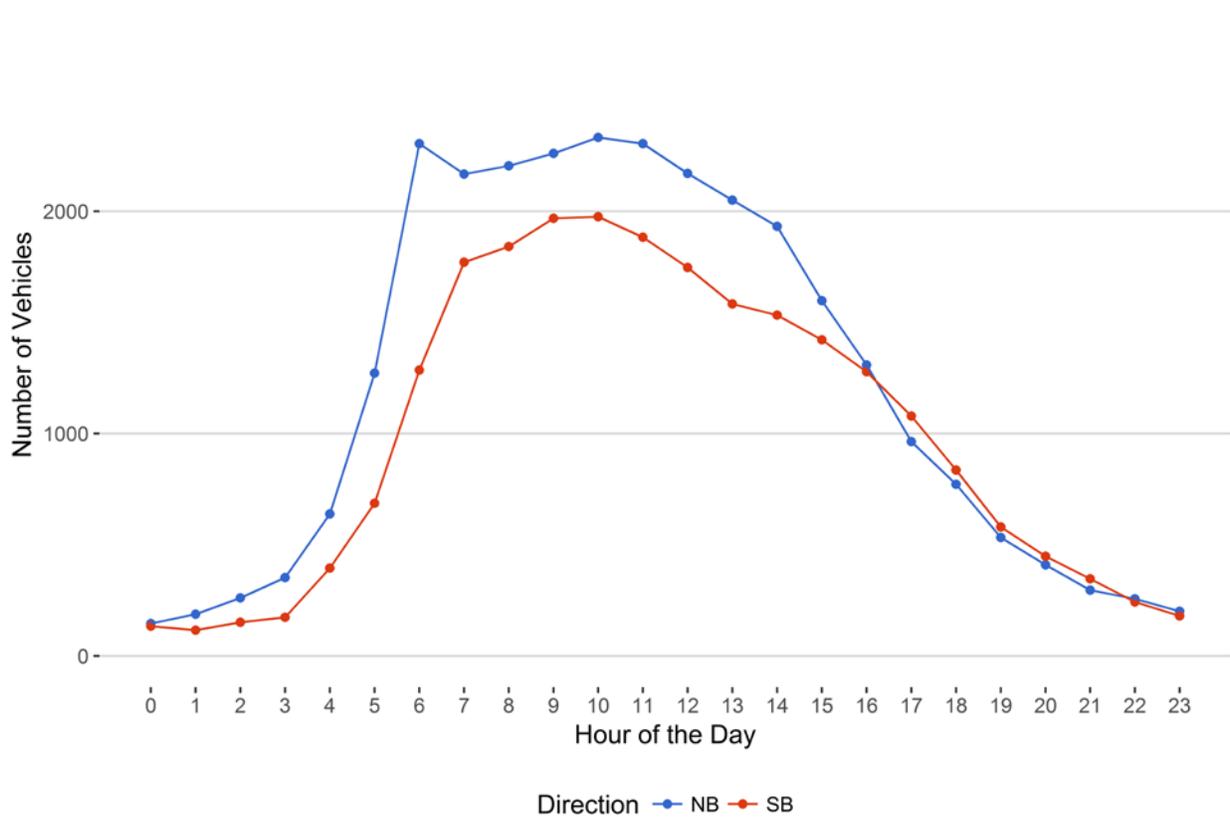


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

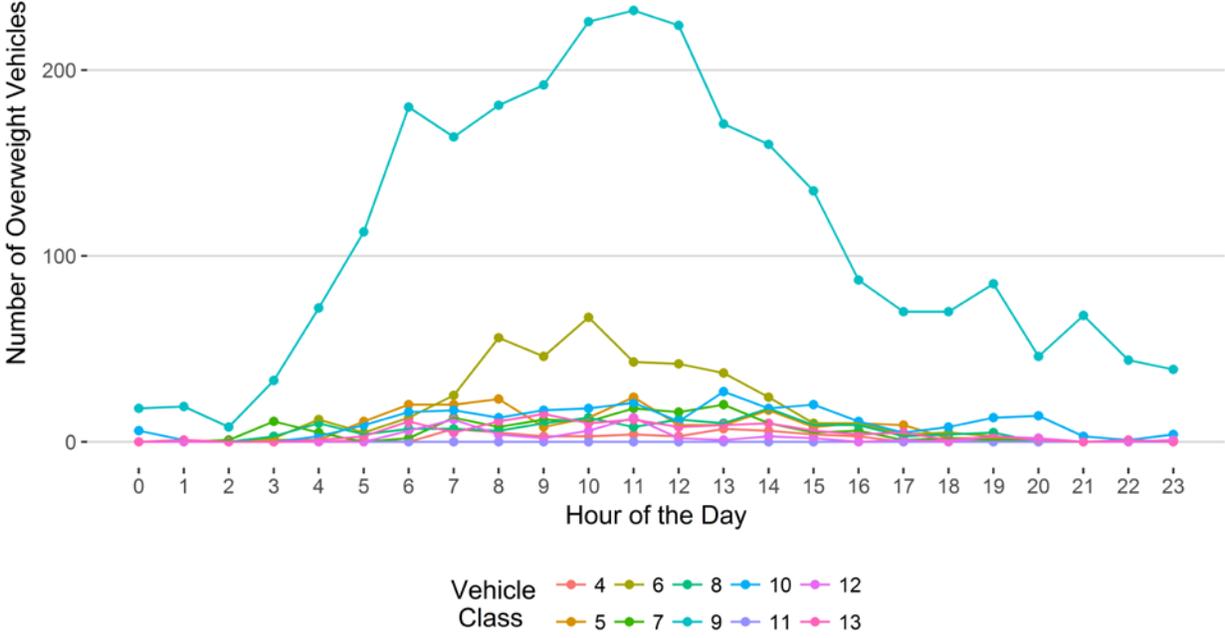


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

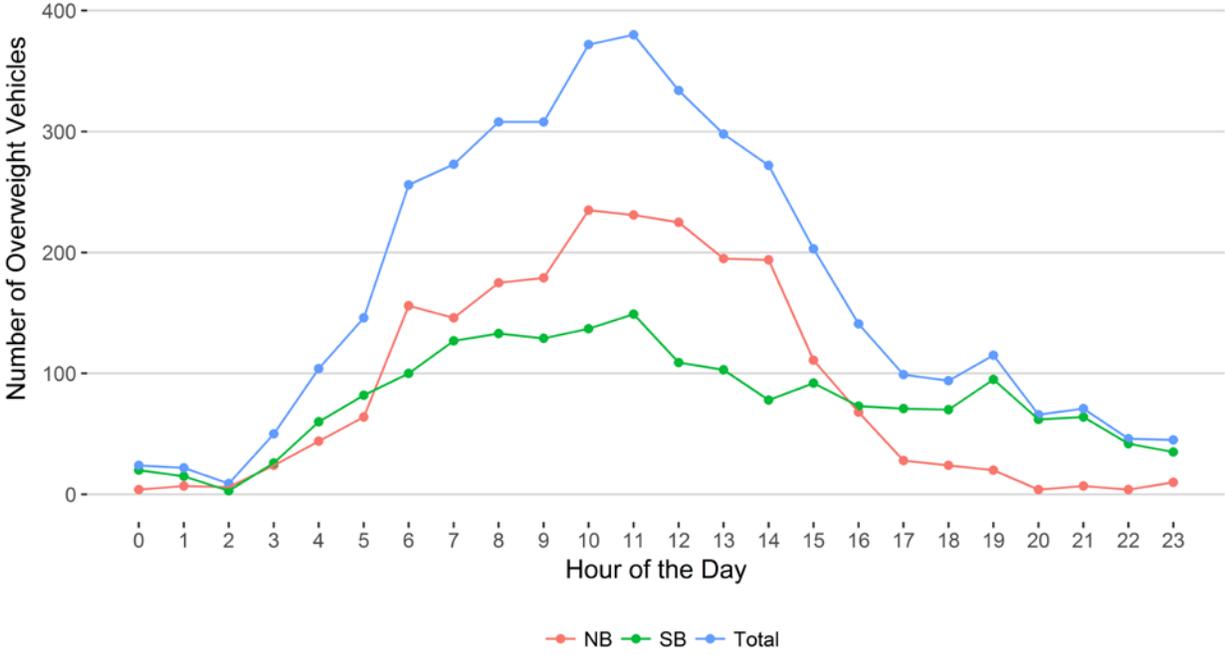
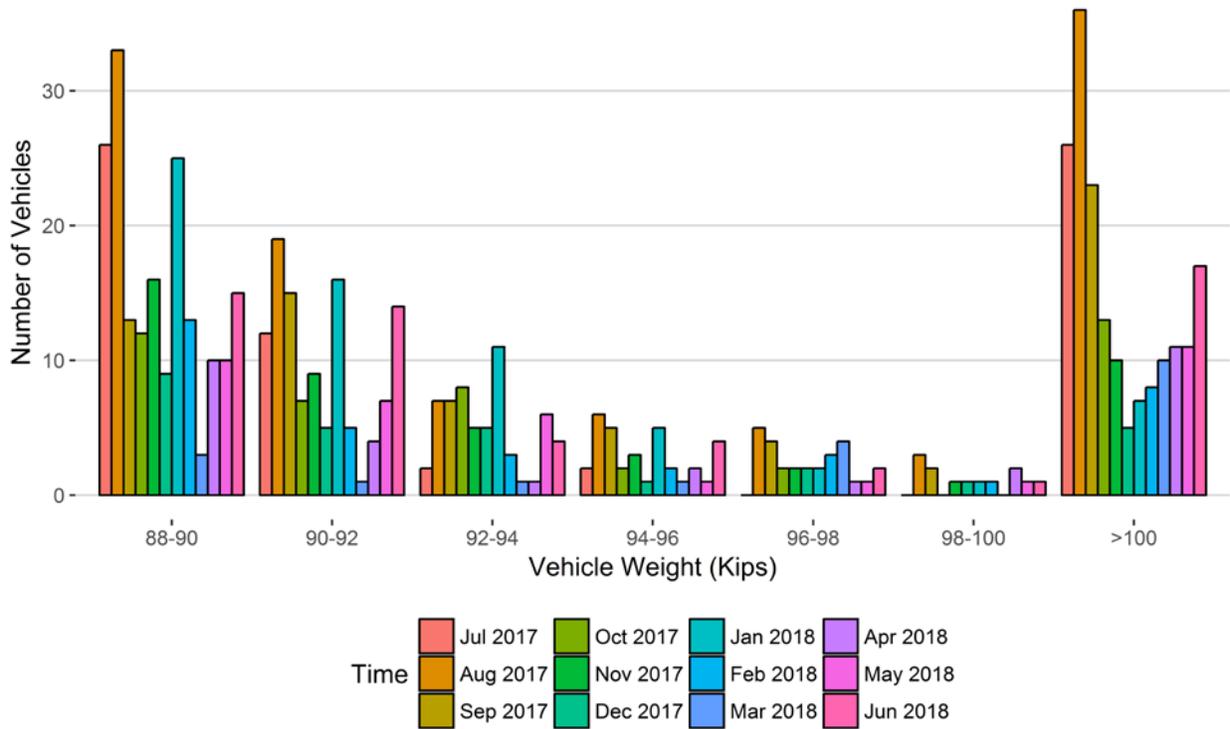
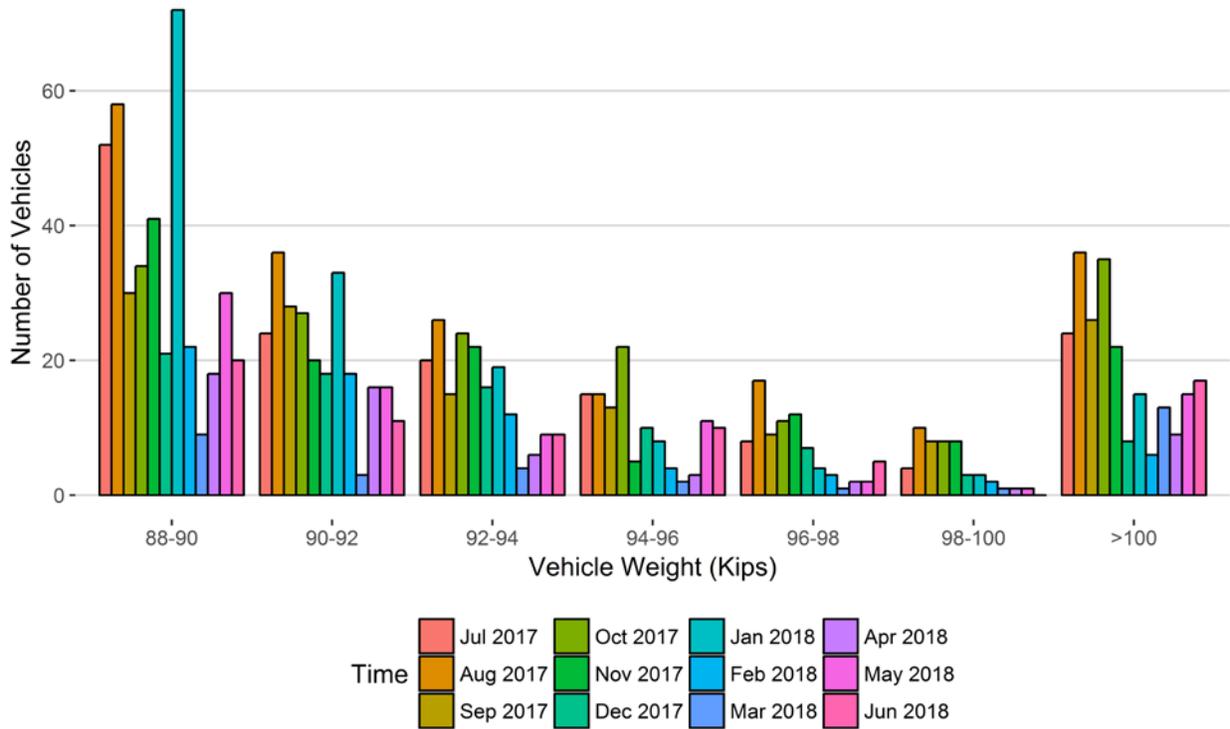


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018
88-90	26	33	13	12	16	9	25	13	3	10	10	15
90-92	12	19	15	7	9	5	16	5	1	4	7	14
92-94	2	7	7	8	5	5	11	3	1	1	6	4
94-96	2	6	5	2	3	1	5	2	1	2	1	4
96-98	0	5	4	2	2	2	2	3	4	1	1	2
98-100	0	3	2	0	1	1	1	1	0	2	1	1
>100	26	36	23	13	10	5	7	8	10	11	11	17
Total	68	109	69	44	46	28	67	35	20	31	37	57

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



Vehicle Weights (Kips)	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018
88-90	52	58	30	34	41	21	72	22	9	18	30	20
90-92	24	36	28	27	20	18	33	18	3	16	16	11
92-94	20	26	15	24	22	16	19	12	4	6	9	9
94-96	15	15	13	22	5	10	8	4	2	3	11	10
96-98	8	17	9	11	12	7	4	3	1	2	2	5
98-100	4	10	8	8	8	3	3	2	1	1	1	0
>100	24	36	26	35	22	8	15	6	13	9	15	17
Total	147	198	129	161	130	83	154	67	33	55	84	72

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

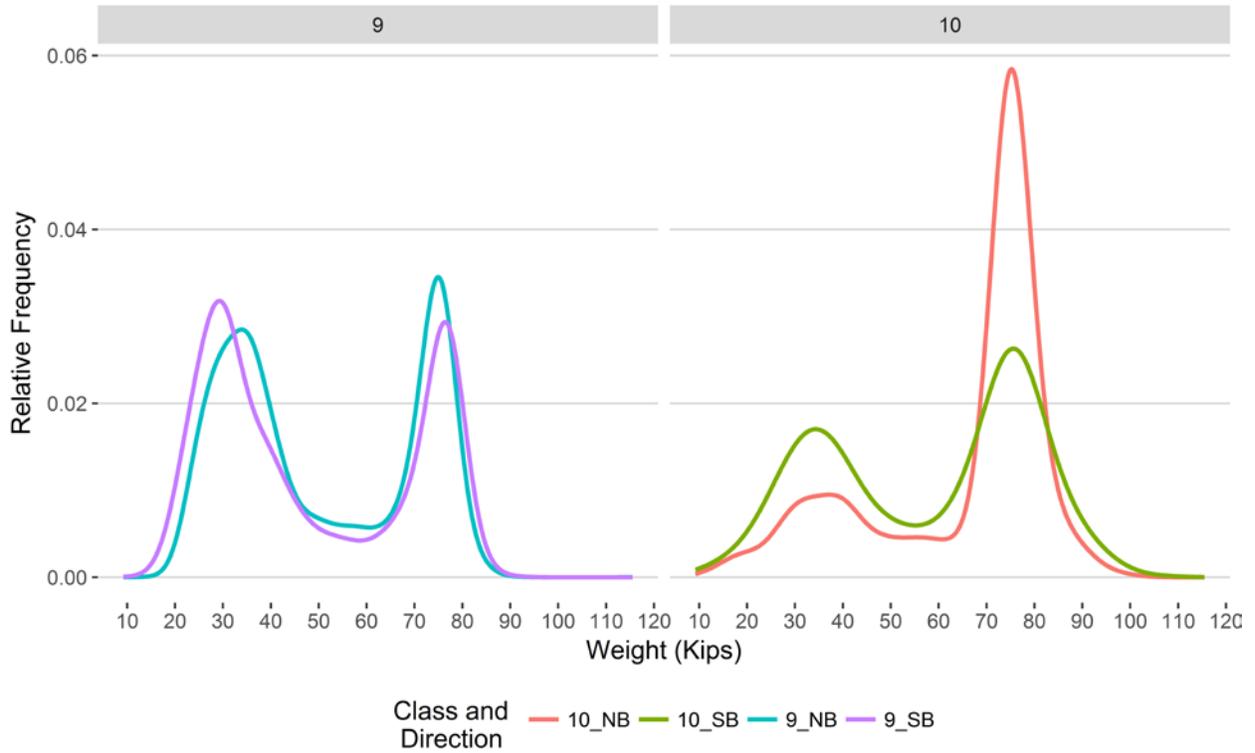


Figure 9 - Freight Percentage by Direction and Class

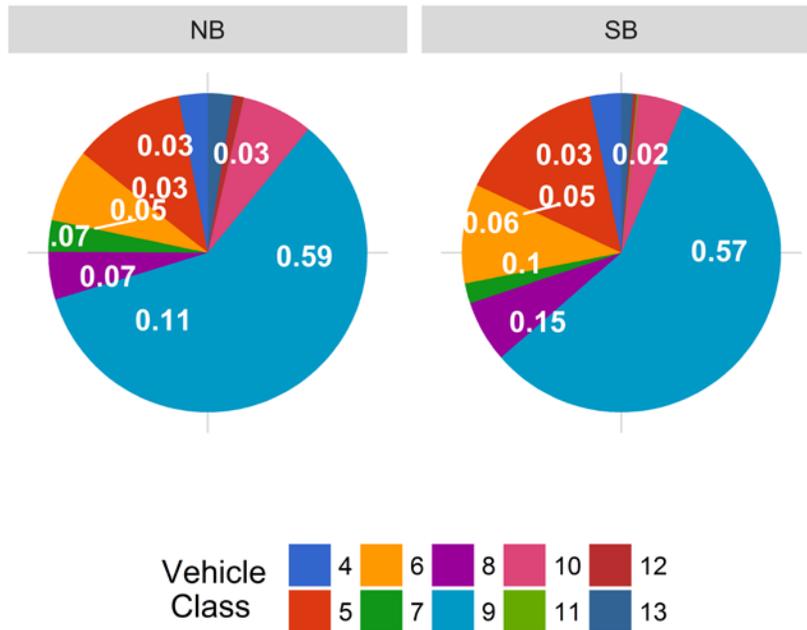


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

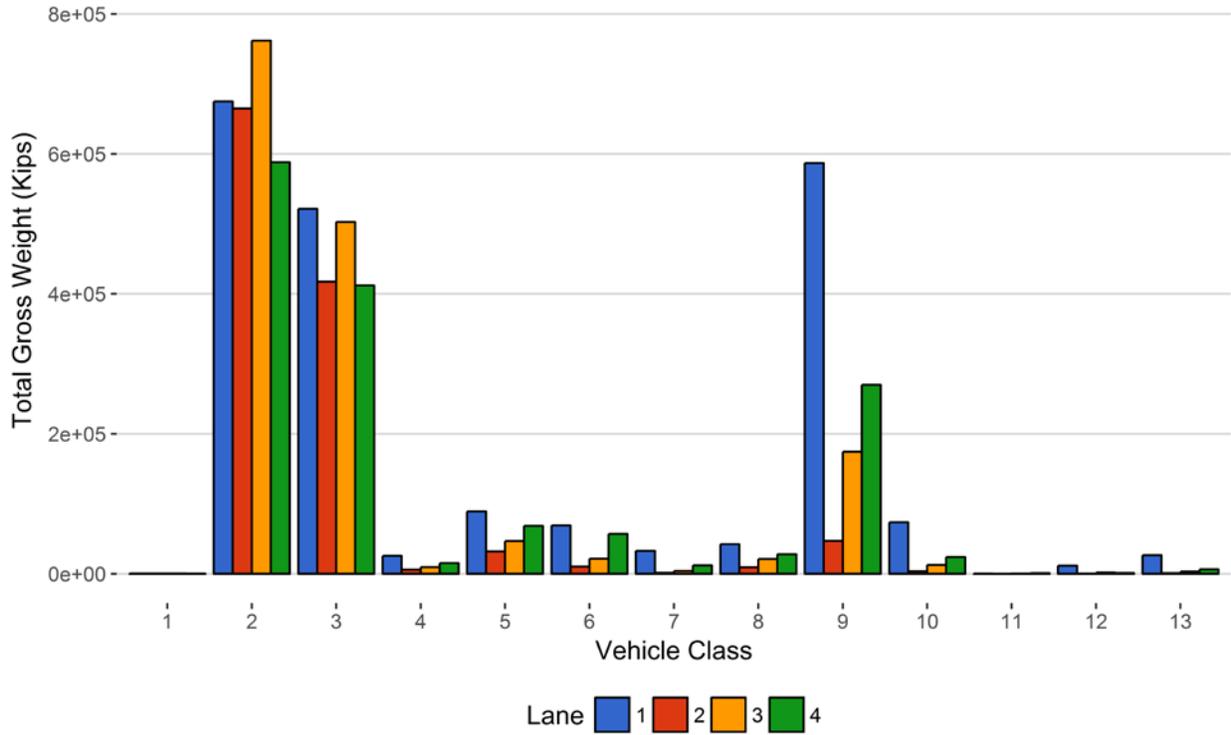


Figure 11 - Total Gross Vehicle Weight I

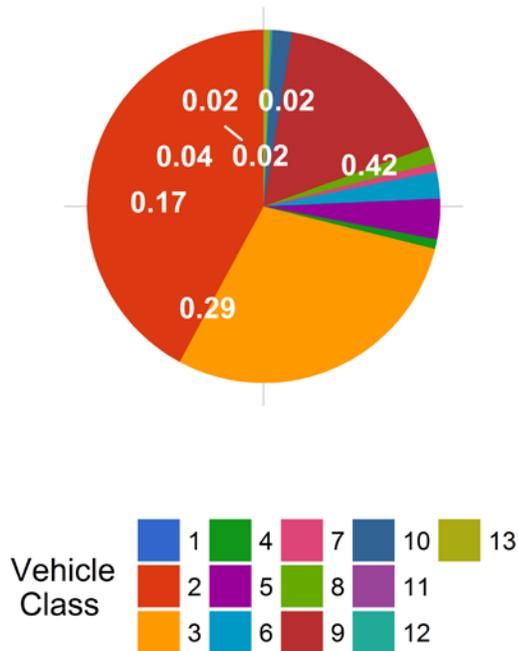


Figure 12 - Total ESALs by Class and Lane

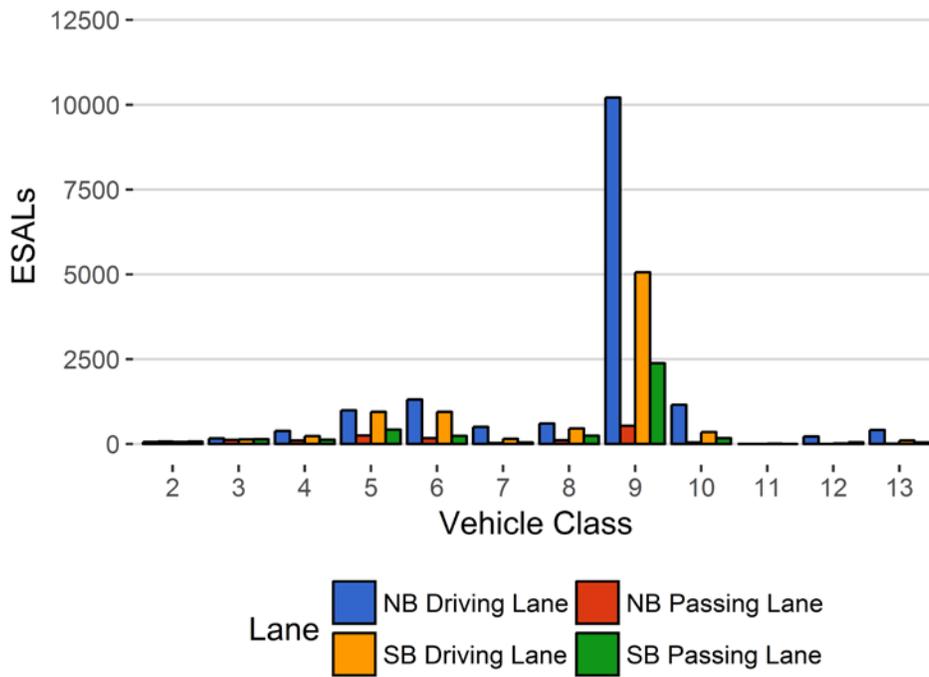
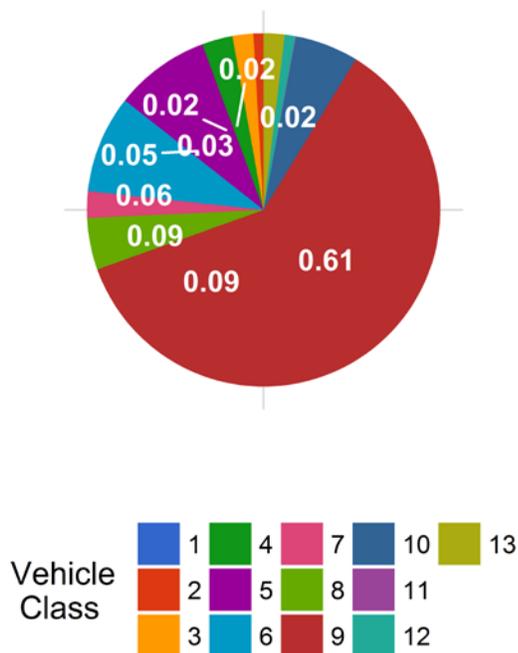


Figure 13 - ESALs by Class



**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

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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
March 2018	9.87	-4.29	9.93	-9.63	9.49	-8.42	10.28	-11.21
April 2018	10.02	-2.76	10.24	-6.84	9.58	-7.54	10.36	-10.54
May 2018	10.17	-1.30	10.52	-4.34	9.85	-4.97	10.65	-7.99
June 2018	10.17	-1.35	10.51	-4.37	9.77	-5.69	10.69	-7.67

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**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	41	1241	0.1	0	0
2	24455	733643	65.8	0	0
3	10876	326276	29.3	0	0
4	69	2067	0.2	47	1.2
5	585	17538	1.6	190	4.8
6	175	5257	0.5	405	10.1
7	29	856	0.1	143	3.6
8	115	3462	0.3	138	3.5
9	738	22131	2	2637	66.1
10	62	1848	0.2	256	6.4
11	1	30	0	0	0
12	7	216	0	58	1.5
13	16	487	0	117	2.9
<b>TOTAL</b>	<b>37168</b>	<b>1115053</b>	<b>100</b>	<b>3991</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>
2018-06-26	Tuesday	18:55:31	9	NB	1	115.54
2018-06-06	Wednesday	14:42:18	10	SB	4	105.63
2018-06-06	Wednesday	14:13:19	9	SB	4	105.57
2018-06-25	Monday	10:43:38	10	SB	4	105.1
2018-06-06	Wednesday	16:59:40	9	SB	4	102.46
2018-06-05	Tuesday	13:06:08	9	SB	4	100.33
2018-06-28	Thursday	13:50:42	9	SB	4	100.29
2018-06-21	Thursday	16:27:51	10	NB	1	99.98
2018-06-28	Thursday	15:28:04	10	NB	2	97.51
2018-06-20	Wednesday	10:47:28	10	SB	4	96.9

**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	1150	186	16.2	29198	2361	7369
5	NB	8	8816	1477	16.8	110418	10552	25853
6	NB	19	2497	316	12.7	74145	5132	16353
7	NB	11.5	556	0	0	34193	0	13900
8	NB	31	1739	1063	61.1	27089	24463	3067
9	NB	33	12443	3108	25	546864	87206	119405
10	NB	33.5	1178	119	10.1	73886	3132	19205
11	NB	36.5	6	5	83.3	37	127	0
12	NB	36.5	172	0	0	11646	0	2684
13	NB	31.5	365	0	0	27293	0	7898
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>28922</b>	<b>6274</b>	<b>****</b>	<b>934771</b>	<b>****</b>	<b>215733</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	867	123	14.2	23273	1560	6057
5	SB	8	8295	1284	15.5	106034	9189	24973
6	SB	19	2632	279	10.6	73582	4613	14438
7	SB	11.5	279	0	0	15917	0	6354
8	SB	31	1639	894	54.5	28599	20089	2752
9	SB	33	9149	3404	37.2	351707	92657	81061
10	SB	33.5	625	118	18.9	33161	3218	8088
11	SB	36.5	23	4	17.4	1021	82	164
12	SB	36.5	39	1	2.6	2771	22	692
13	SB	31.5	110	0	0	9364	0	2949
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>23658</b>	<b>6107</b>	<b>****</b>	<b>645430</b>	<b>****</b>	<b>147528</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>52580</b>	<b>12381</b>	<b>396</b>	<b>1580201</b>	<b>264402</b>	<b>363262</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	322	358	446	276	1402	0
2	674964	664884	761912	588012	2689772	42.1
3	521657	417323	502761	412050	1853792	29
4	25560	5999	9529	15304	56392	0.9
5	89101	31869	46790	68433	236192	3.7
6	69140	10137	21371	56824	157472	2.5
7	32842	1351	4040	11877	50111	0.8
8	42218	9334	20909	27779	100240	1.6
9	587047	47024	174376	269988	1078434	16.9
10	73588	3430	12575	23804	113397	1.8
11	164	0	274	829	1268	0
12	11475	171	1748	1045	14440	0.2
13	26521	772	3083	6280	36657	0.6
<b>TOTAL</b>	<b>2154600</b>	<b>1192652</b>	<b>1559815</b>	<b>1482503</b>	<b>6389569</b>	<b>100</b>
<b>GVW/LANE</b>	<b>33.72</b>	<b>18.67</b>	<b>24.41</b>	<b>23.2</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	8e-04
2	65	74	76	64	279	0.93	8e-04
3	162	122	142	139	565	1.89	0.0036
4	385	101	123	233	842	2.81	0.84
5	992	247	424	948	2611	8.72	0.31
6	1313	172	240	948	2673	8.93	1.04
7	503	28	44	155	731	2.44	1.75
8	605	109	244	461	1419	4.74	0.84
9	10209	540	2381	5061	18191	60.79	1.69
10	1160	46	172	352	1730	5.78	1.92
11	0	0	4	13	17	0.06	1.15
12	219	2	54	18	293	0.98	2.69
13	415	10	49	100	574	1.92	2.38
<b>TOTAL</b>	<b>16030</b>	<b>1453</b>	<b>3952</b>	<b>8492</b>	<b>29926</b>	<b>100</b>	<b>15</b>
<b>ESALS/LANE</b>	<b>53.6</b>	<b>4.9</b>	<b>13.2</b>	<b>28.4</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>
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
Mar 2018	973481	31403	1334	932126	95.8	41355	4.2	73.2	26.8
Apr 2018	951927	31731	1397	910012	95.6	41915.4	4.4	72.3	27.7
May 2018	1132671	36538	1759	1078136	95.2	54534.7	4.8	72.4	27.6
Jun 2018	1115053	37168	1796	1061160	95.2	53892.6	4.8	72	28
<b>TOTAL</b>	<b>11957828</b>	<b>--</b>	<b>--</b>	<b>11398641</b>	<b>--</b>	<b>559187</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>AVERA GE</b>	<b>996486</b>	<b>32744</b>	<b>1531</b>	<b>949887</b>	<b>95</b>	<b>46599</b>	<b>5</b>	<b>72</b>	<b>28</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>
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
Mar 2018	10255	816	2598	5993	19663	83	17	0.2
Apr 2018	10719	1003	2961	5887	20570	81	19	0.5
May 2018	15293	1316	4108	8413	29131	81	19	0.4
Jun 2018	16225	1468	3956	8512	30161	82	18	1
<b>TOTAL</b>	<b>153333</b>	<b>12841</b>	<b>41699</b>	<b>100157</b>	<b>308030</b>	--	--	--
<b>AVERAGE</b>	<b>12778</b>	<b>1070</b>	<b>3475</b>	<b>8346</b>	<b>25669</b>	<b>82</b>	<b>18</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>
Jul 2017	1535621	819939	1217052	1168290	4740903
Aug 2017	1484466	720163	1090816	1068086	4363532
Sep 2017	1730276	868402	1235504	1263310	5097491
Oct 2017	1713918	884564	1241636	1225668	5065786
Nov 2017	2161183	1175039	1581054	1449968	6367245
Dec 2017	2164093	1193202	1560431	1483902	6401628
Jan 2018	2126470	1091575	1499708	1469135	6186888
Feb 2018	2166374	1116411	1494313	1517190	6294287
Mar 2018	1995793	1061893	1411603	1508519	5977808
Apr 2018	2111653	1089943	1502804	1588535	6292934
May 2018	1895059	933642	1366755	1465744	5661201
Jun 2018	1643079	793869	1249765	1255341	4942054
<b>TOTAL</b>	<b>22727985</b>	<b>11748643</b>	<b>16451440</b>	<b>16463689</b>	<b>67391757</b>
<b>AVERAGE</b>	<b>1893999</b>	<b>979054</b>	<b>1370953</b>	<b>1371974</b>	<b>5615980</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>
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
Mar 2018	1311	0.1	3.2	53	24
Apr 2018	1746	0.2	4.1	86	23
May 2018	3351	0.3	6.3	121	28
Jun 2018	4036	0.4	7.6	129	35
<b>TOTAL</b>	<b>40292</b>	<b>--</b>	<b>--</b>	<b>1931</b>	<b>469</b>
<b>AVERAGE</b>	<b>3357.7</b>	<b>0.3</b>	<b>7.1</b>	<b>160.9</b>	<b>39.1</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>
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
Mar 2018	143515	109156	252670	56.8	43.2
Apr 2018	150002	107961	257962	58.1	41.9
May 2018	208896	150269	359165	58.2	41.8
Jun 2018	215733	147528	363262	59.4	40.6
<b>TOTAL</b>	<b>2092019</b>	<b>1624331</b>	<b>3716349</b>	--	--
<b>AVERAGE</b>	<b>174334.9</b>	<b>135360.9</b>	<b>309695.8</b>	<b>56.1</b>	<b>43.9</b>