

FEBRUARY 2019



**WIM #43
US 10,
MP 7.5
MOORHEAD,
MINNESOTA**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #43 is located on US 10 near Moorhead in Clay county.

System Operation

WIM #43 was operational for the entire month of February 2019. Volume was computed using all monthly data.

System Calibration

WIM #43 was most recently calibrated on 2015-02-04. Table 1 summarizes the front axle weights of class 9s by lane ¹. 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: 369962 | Passenger Vehicles: 344189 | Heavy Commercial Vehicles: 25773

Monthly Average Daily Traffic (MADT): 13213 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 920

See Table 2 for vehicle class breakdown

Passenger Vehicles (PVs) and Heavy Commercial Vehicles (HCVs)

Volume trends. EB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays. WB 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), EB PVs generally reached peak volume levels between 03 PM and 05 PM. Similarly, WB PVs peaked in volume between 07 AM and 03 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling EB typically reached peak volume levels between 03 PM and 05 PM, while volume going WB peaked between 07 AM and 03 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 25773 HCVs, 2632 of them were overweight ³. These overweight HCVs contributed to 0.7% of total monthly volume, and 10.3% of total monthly

HCV volume. EB overweight vehicles typically reached highest numbers on Fridays, with lowest volumes reported on Sundays. WB 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 10 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 87.9% of all overweight vehicles traveling EB 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 ,697 EB vehicles exceeded 88,000 pounds (487 vehicles were Class 9's; 134 vehicles were Class 10's). Of vehicles traveling WB,

36 EB vehicles exceeded 88,000 pounds (30 vehicles were Class 13's; 4 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from February 2019.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in February 2019. Data suggests that there were greater numbers of fully_loaded Class 9's than empty Class 9's traveling EB, while there were more empty Class 9's than fully_loaded traveling WB. Data also suggests that there were more fully_loaded Class 10's than empty traveling in the EB direction. In the WB direction, there were more fully_loaded class 10 vehicles.

Freight Totals. A total of 168518 tons of freight was recorded to have crossed the WIM. More freight was shipped EB (65.6%) than WB (34.4%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 8528 (a box culvert) is approximately 1.3 miles east of WIM #43. Bridges No. 14001 and 5854 are approximately 0.8 miles west of WIM #43. US 10 also crosses the Buffalo River, specifically via Bridges No. 14001 (carrying EB traffic) and 5854 (carrying WB traffic). WIM #43 recorded a total of 369962 vehicles with a combined GVW of 2530046 kips (1 kip = 1,000 pounds = 0.5 tons) in February 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 16250 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 72.1% of all ESALs were recorded EB while 27.9% was observed WB. In particular, 68% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 24% 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).

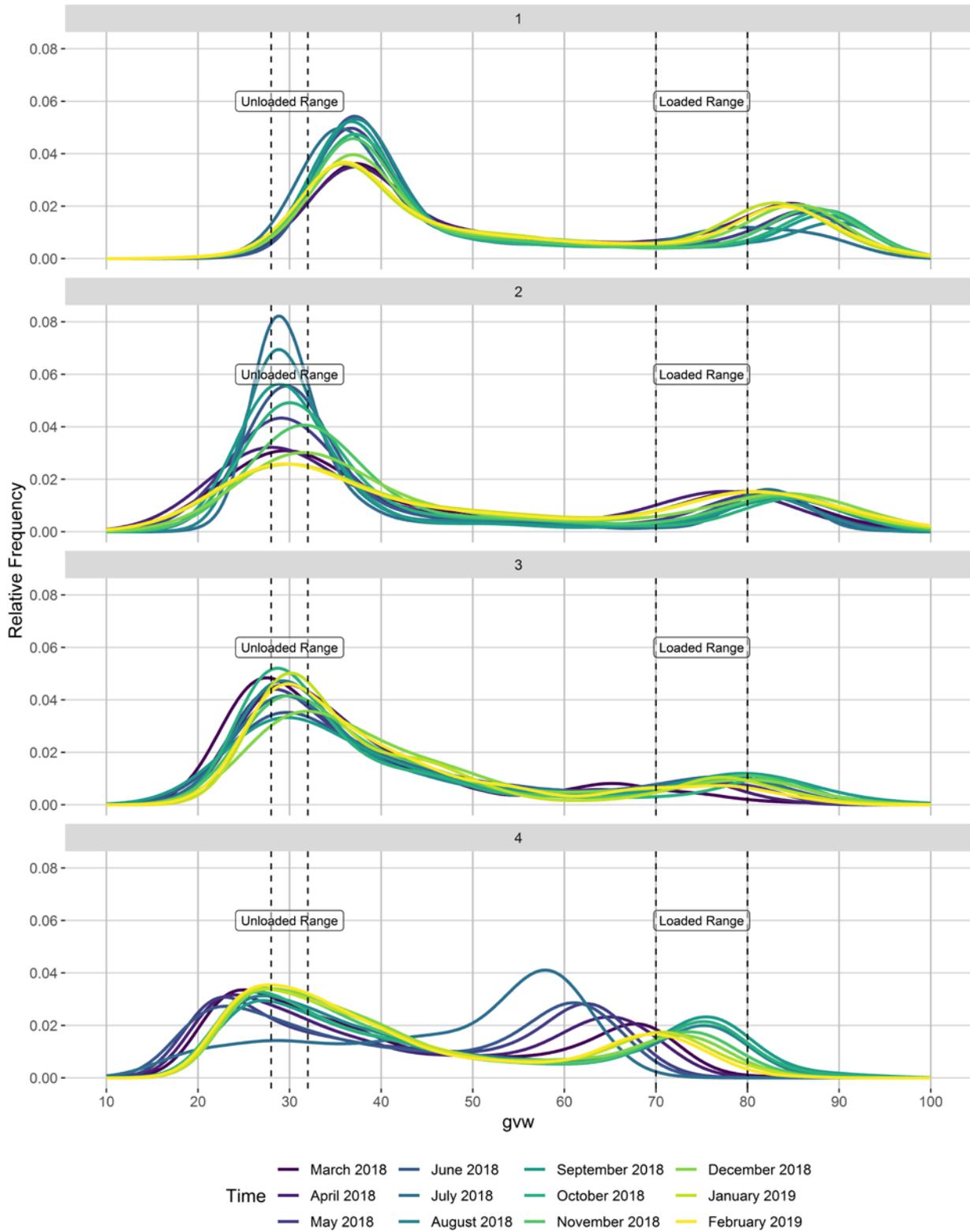
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

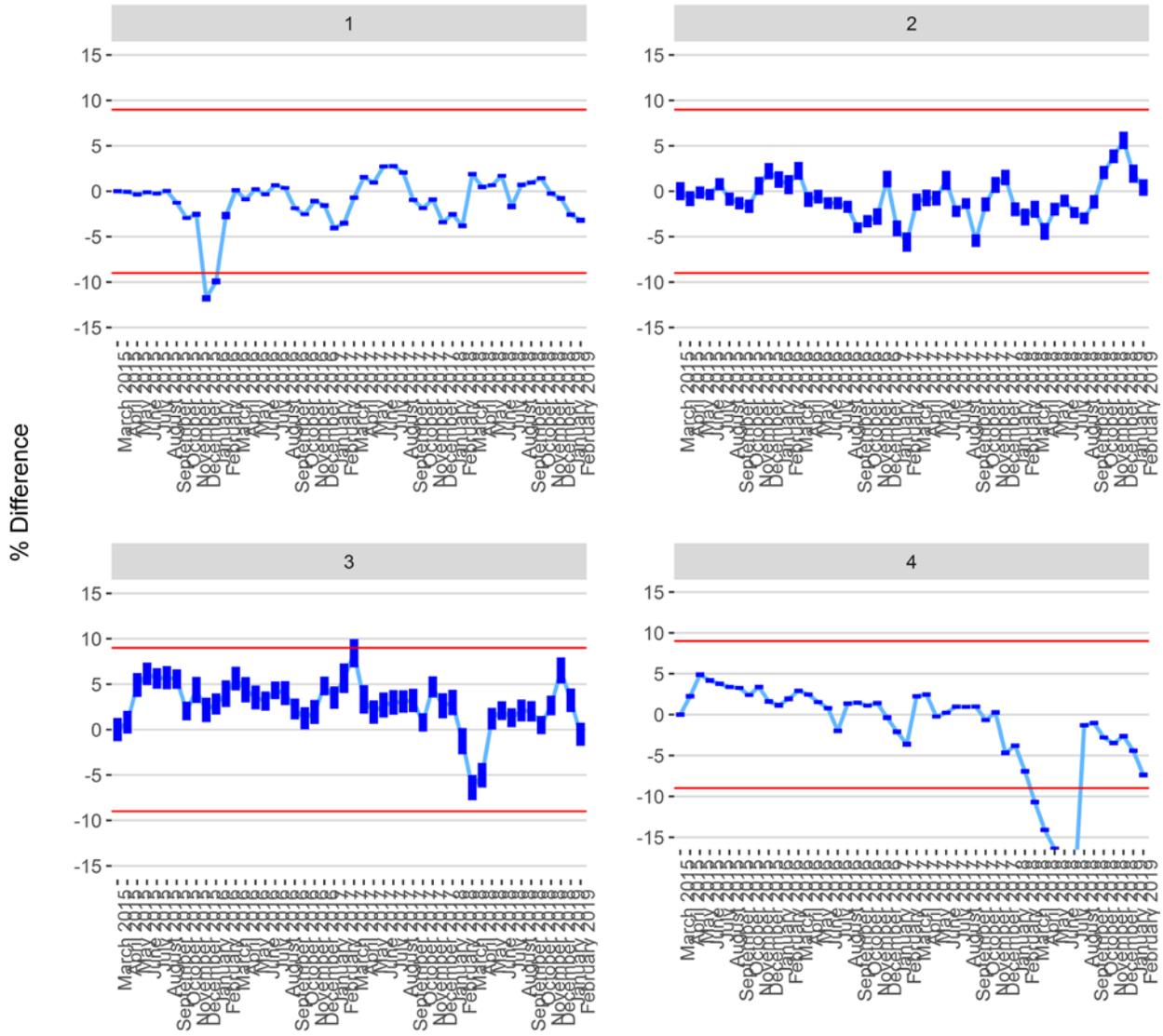
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

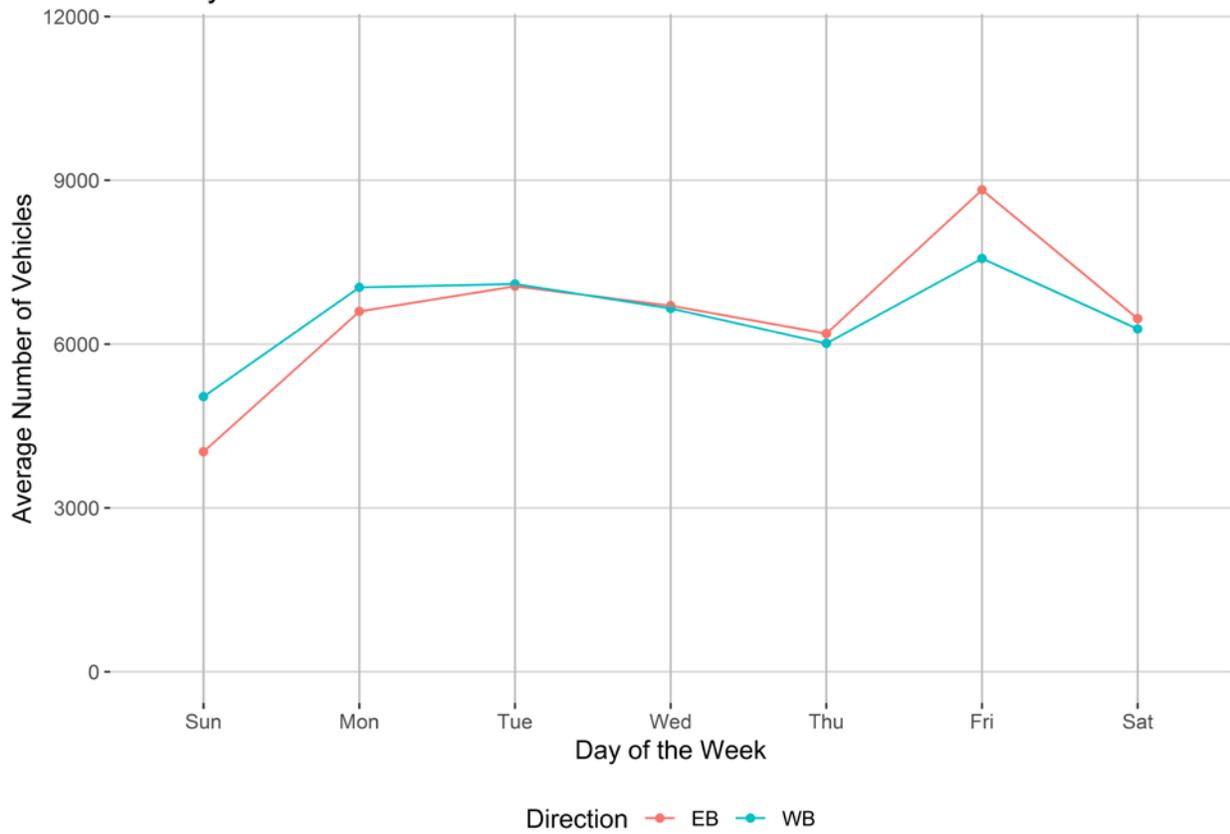


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

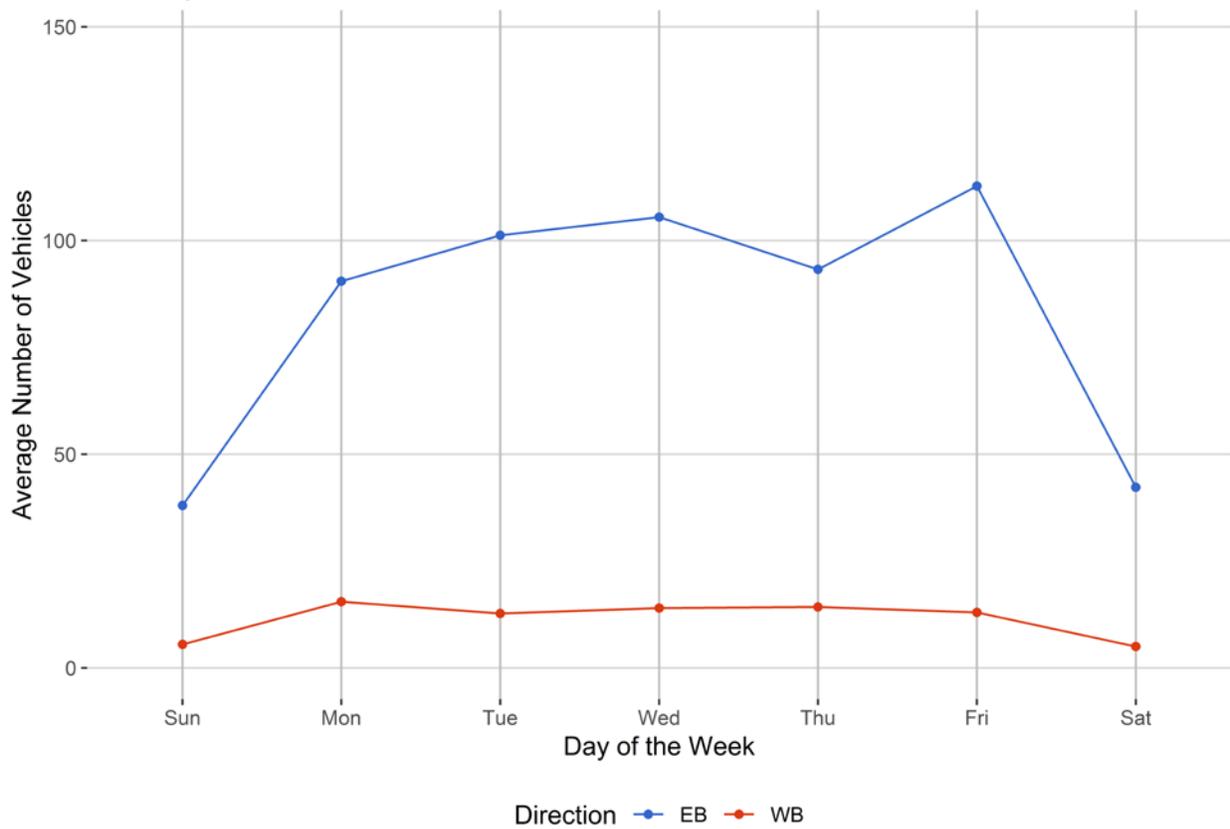


Figure 4 - Passenger Vehicles vs. Hour of the Day

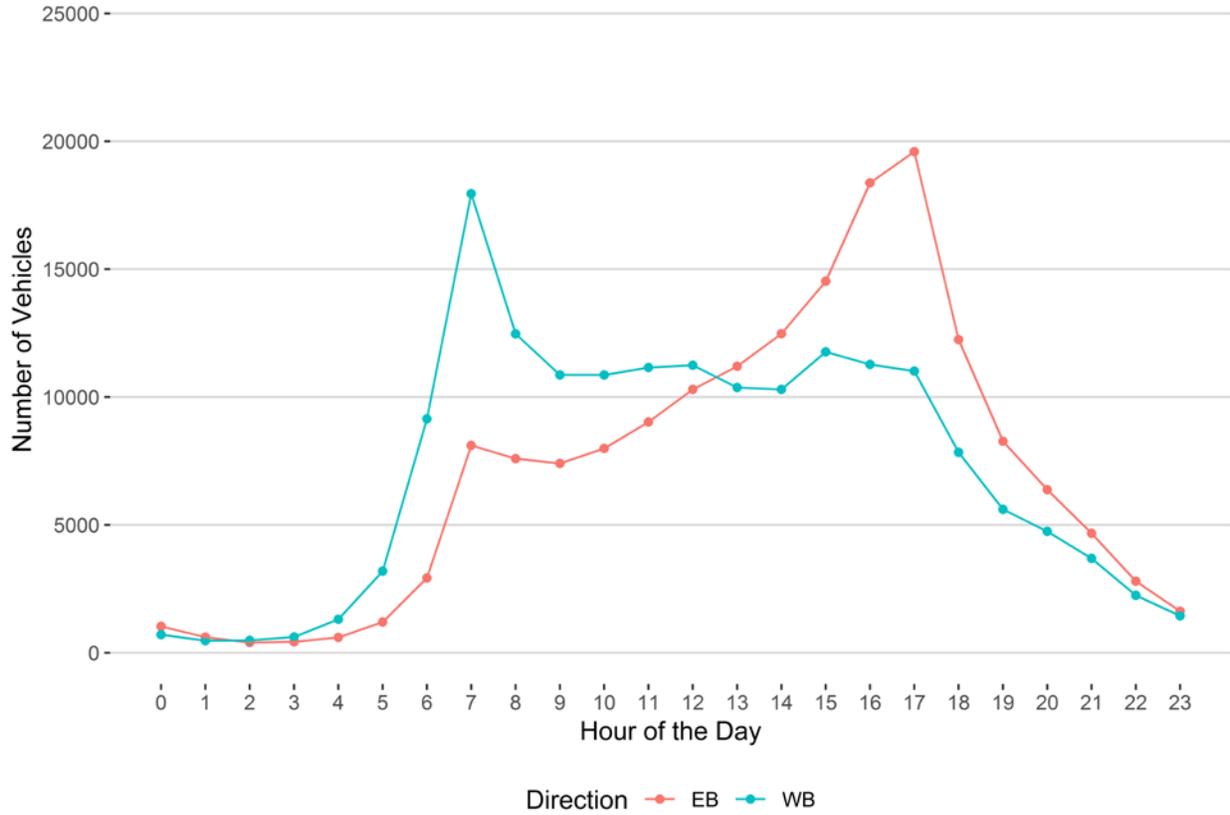


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

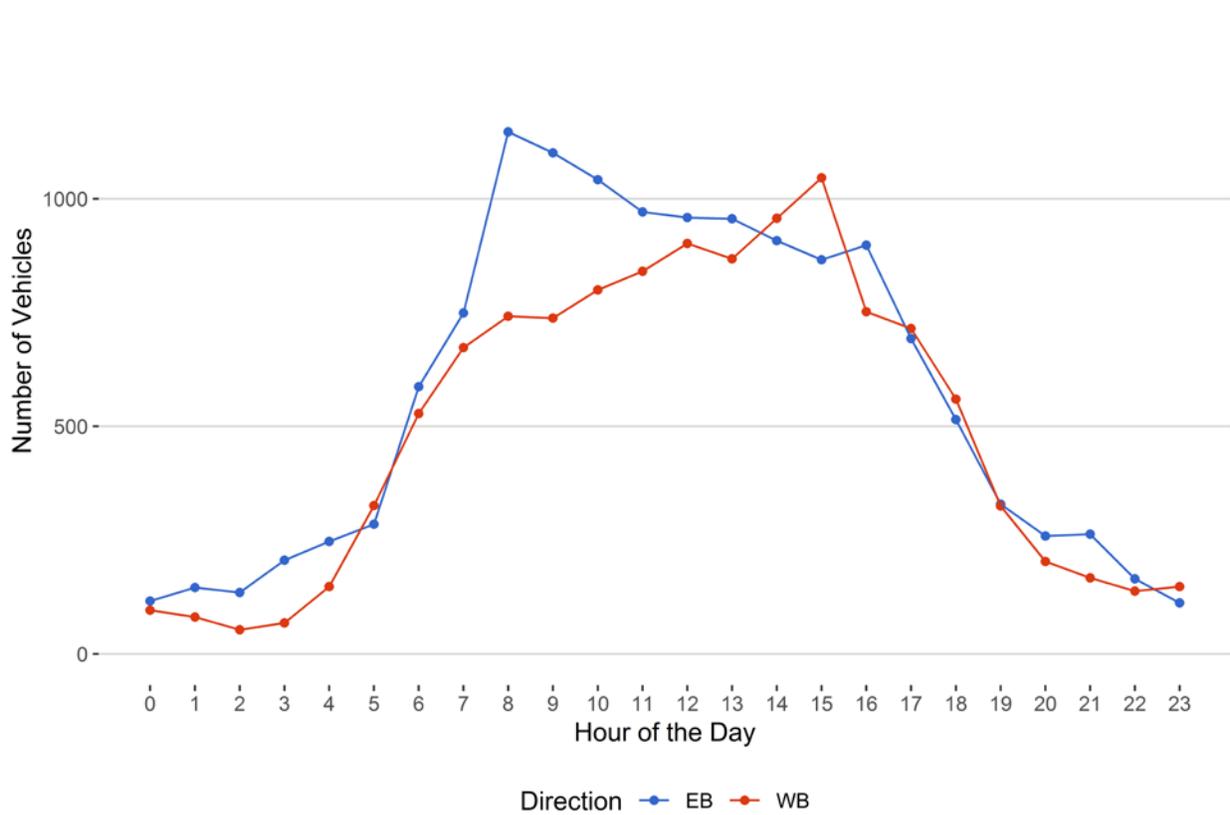


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

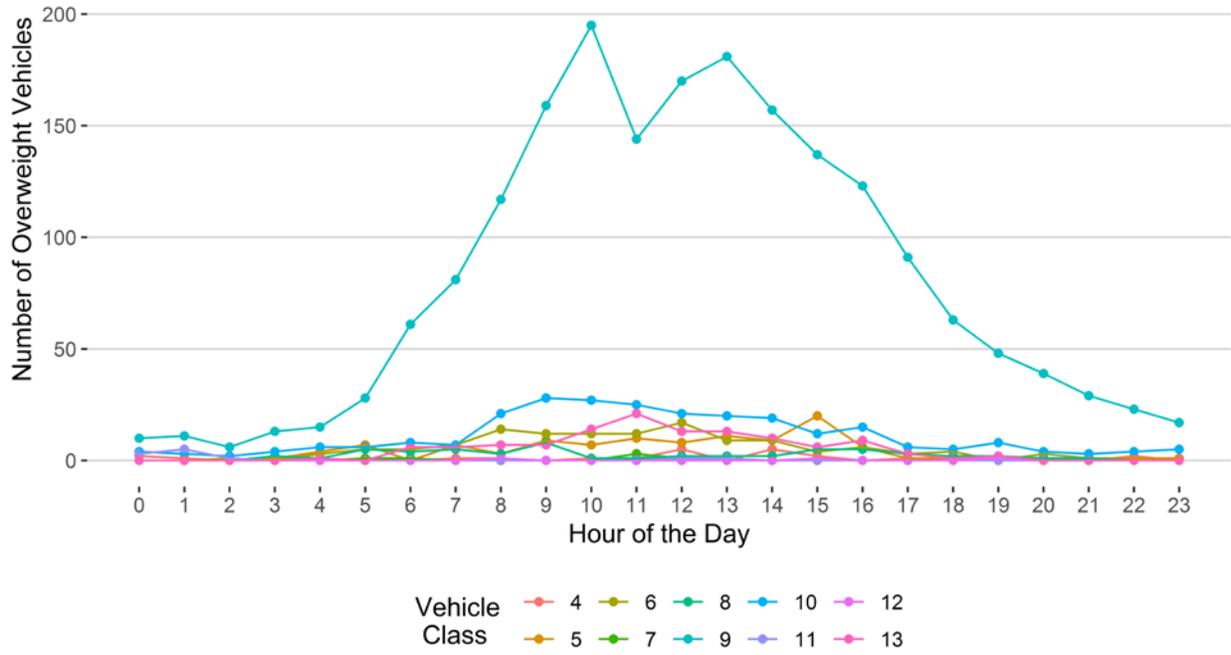


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

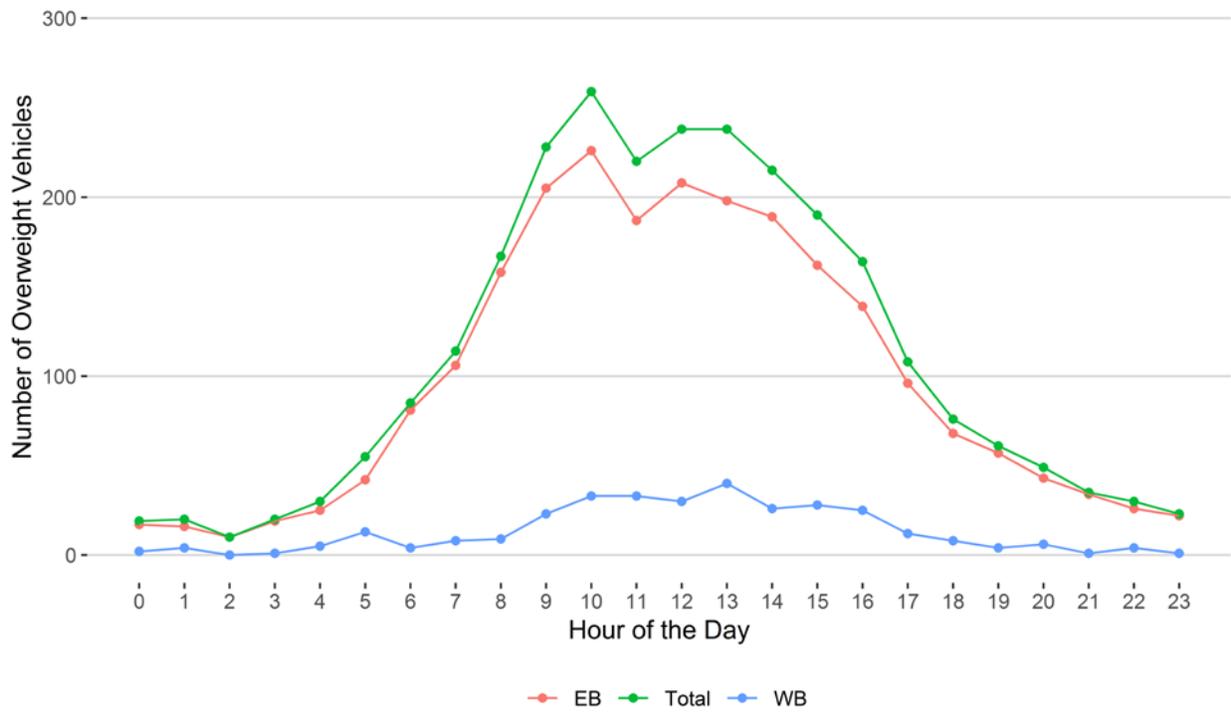
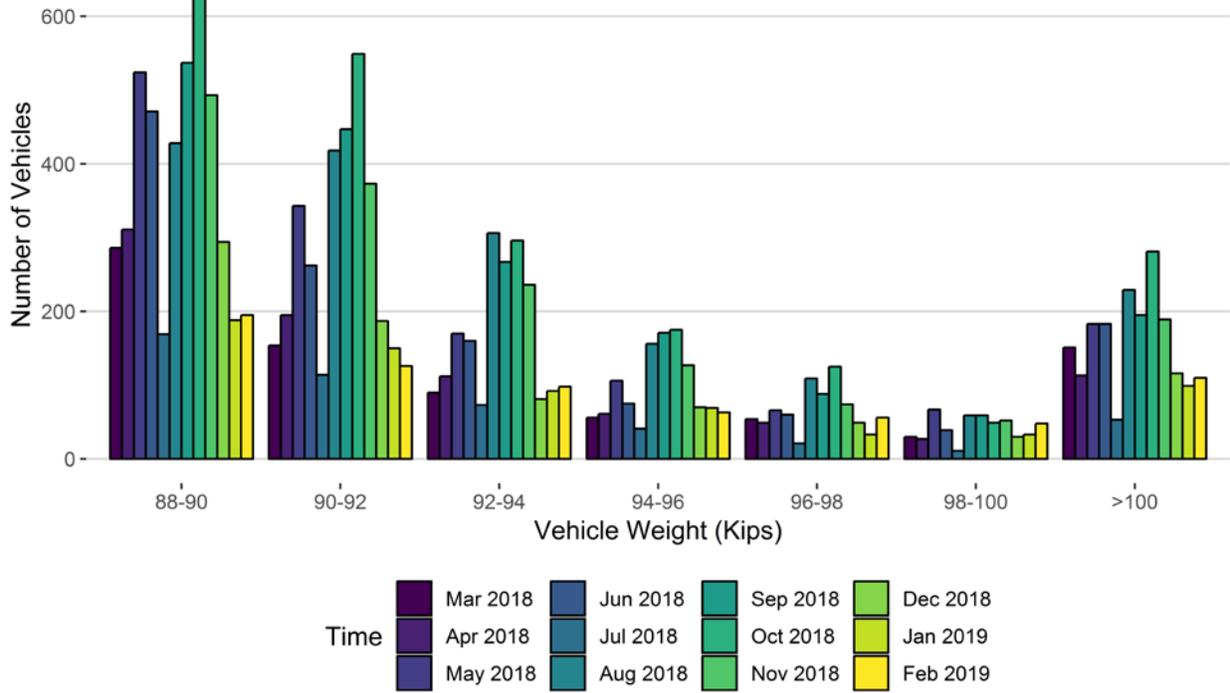
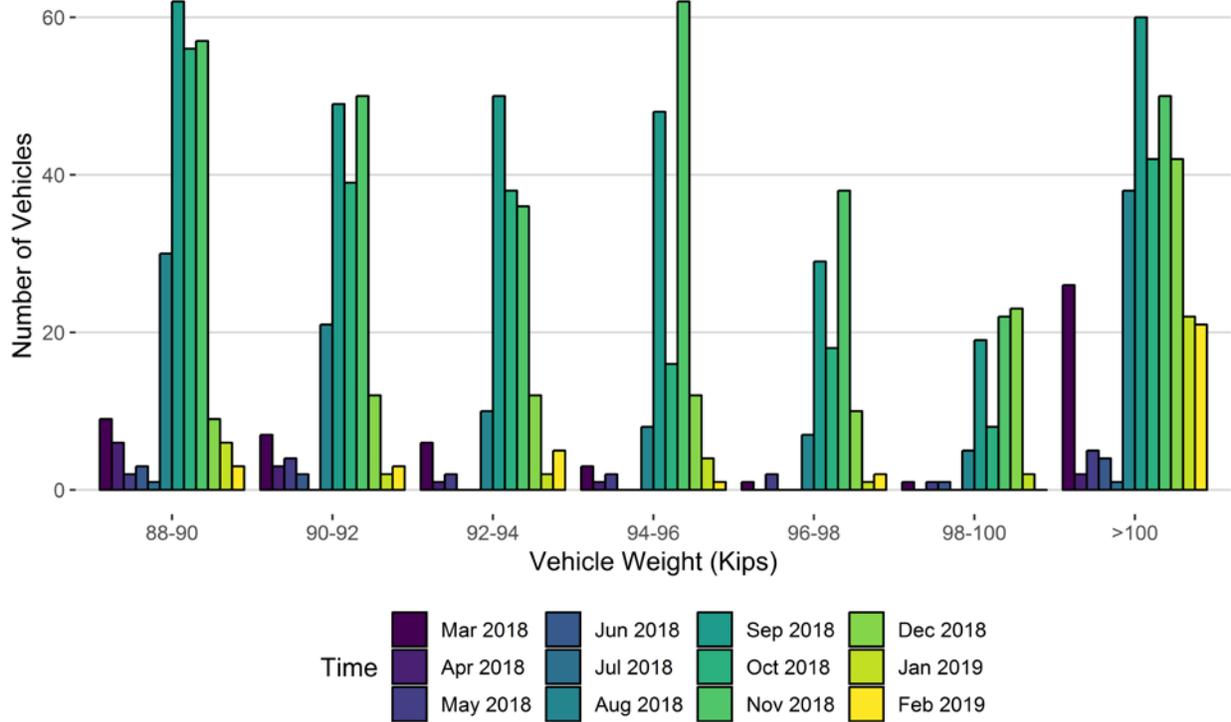


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019
88-90	286	311	524	471	169	428	537	662	493	294	188	195
90-92	154	195	343	262	114	418	447	549	373	187	150	126
92-94	90	112	170	160	73	306	267	296	236	81	92	98
94-96	56	61	106	75	41	156	171	175	127	70	69	63
96-98	54	49	66	60	21	109	88	125	74	49	33	56
98-100	30	27	67	39	11	59	59	49	52	30	33	48
>100	151	113	183	183	53	229	195	281	189	116	99	110
Total	821	868	1459	1250	482	1705	1764	2137	1544	827	664	696

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



Vehicle Weights (Kips)	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019
88-90	9	6	2	3	1	30	62	56	57	9	6	3
90-92	7	3	4	2	0	21	49	39	50	12	2	3
92-94	6	1	2	0	0	10	50	38	36	12	2	5
94-96	3	1	2	0	0	8	48	16	62	12	4	1
96-98	1	0	2	0	0	7	29	18	38	10	1	2
98-100	1	0	1	1	0	5	19	8	22	23	2	0
>100	26	2	5	4	1	38	60	42	50	42	22	21
Total	53	13	18	10	2	119	317	217	315	120	39	35

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

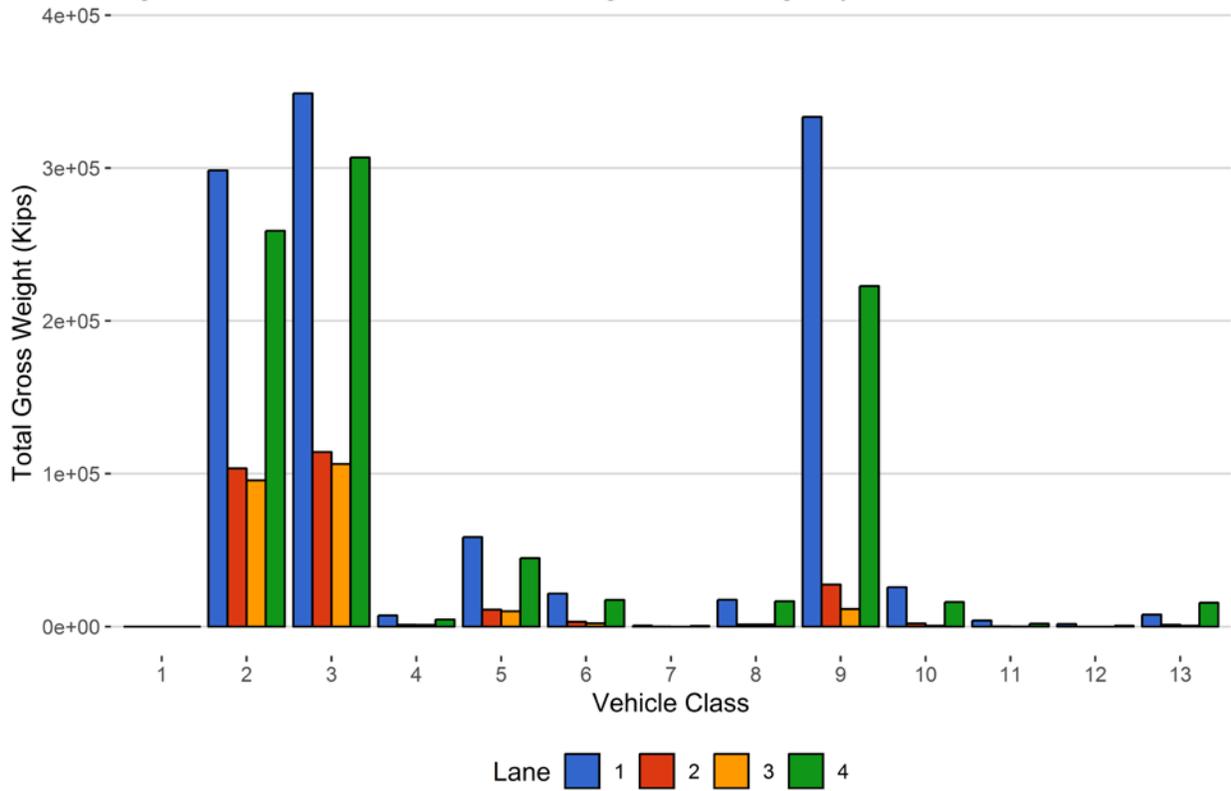


Figure 11 - Total Gross Vehicle Weight t

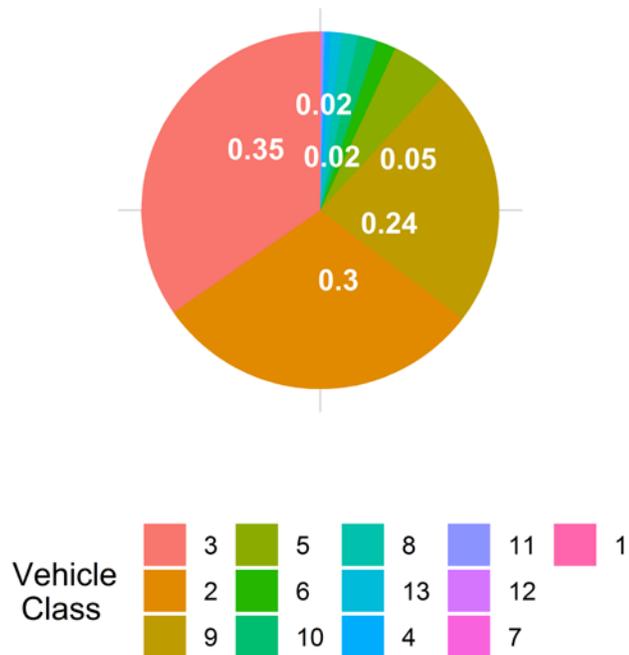


Figure 12 - Total ESALs by Class and Lane

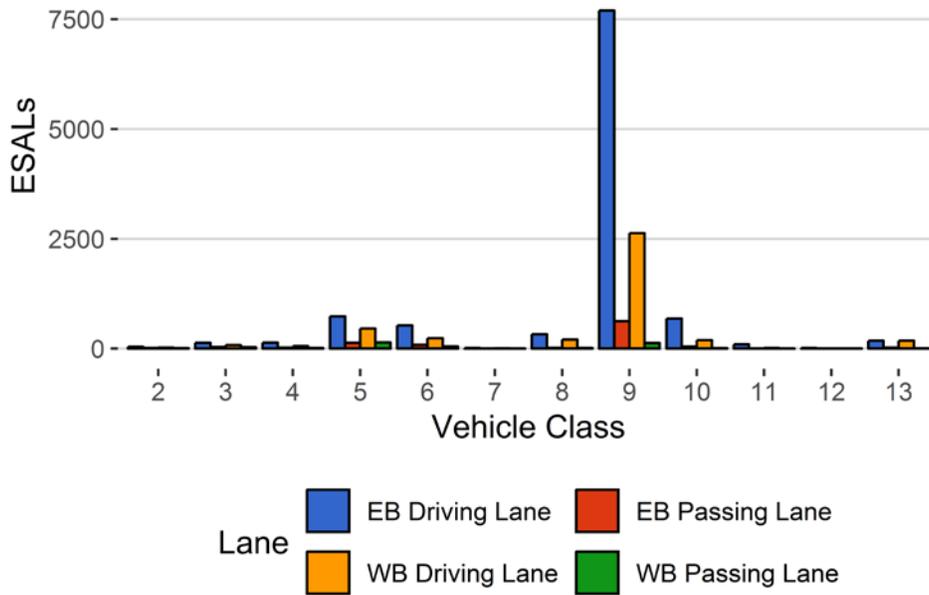


Figure 13 - ESALs by Class

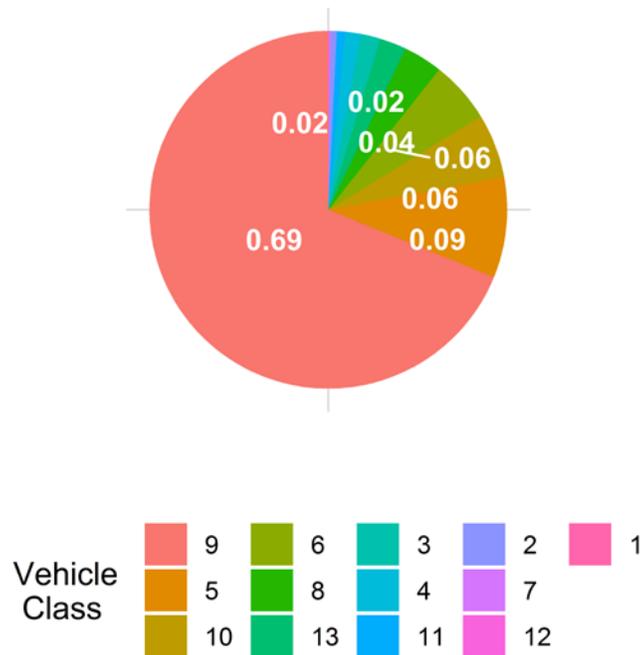


Table 1 Class 9 Front Axle Weight by Lane

<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>
March 2015	12.58	0.00	11.72	0.00	10.94	0.00	10.81	0.00
April 2015	12.58	-0.06	11.63	-0.82	11.03	0.81	11.05	2.25
May 2015	12.54	-0.36	11.70	-0.16	11.47	4.90	11.34	4.88
June 2015	12.57	-0.11	11.68	-0.38	11.61	6.13	11.26	4.17
July 2015	12.55	-0.25	11.81	0.79	11.55	5.63	11.22	3.77
August 2015	12.59	0.04	11.62	-0.86	11.56	5.72	11.18	3.38
September 2015	12.42	-1.27	11.57	-1.32	11.55	5.56	11.16	3.26
October 2015	12.21	-2.95	11.53	-1.66	11.16	2.04	11.07	2.39
November 2015	12.26	-2.55	11.79	0.60	11.41	4.37	11.18	3.37
December 2015	11.10	-11.79	11.98	2.22	11.18	2.18	10.99	1.62
January 2016	11.33	-9.93	11.87	1.28	11.25	2.82	10.93	1.14
February 2016	12.25	-2.68	11.81	0.72	11.37	3.95	11.02	1.94
March 2016	12.60	0.11	11.99	2.26	11.55	5.61	11.13	2.92
April 2016	12.47	-0.88	11.62	-0.91	11.42	4.39	11.08	2.45
May 2016	12.61	0.22	11.65	-0.59	11.32	3.54	10.98	1.54
June 2016	12.54	-0.34	11.57	-1.30	11.28	3.14	10.90	0.78
July 2016	12.67	0.66	11.57	-1.31	11.41	4.33	10.60	-1.98
August 2016	12.63	0.37	11.52	-1.72	11.38	4.01	10.96	1.35
September 2016	12.35	-1.88	11.25	-4.02	11.18	2.26	10.97	1.46
October 2016	12.26	-2.54	11.34	-3.30	11.07	1.24	10.93	1.10
November 2016	12.45	-1.08	11.40	-2.79	11.15	1.94	10.96	1.41
December 2016	12.39	-1.56	11.88	1.33	11.46	4.80	10.77	-0.36
January 2017	12.07	-4.05	11.24	-4.09	11.32	3.53	10.59	-2.09
February 2017	12.14	-3.51	11.07	-5.59	11.56	5.66	10.42	-3.61
March 2017	12.49	-0.72	11.58	-1.19	11.86	8.40	11.05	2.24

April 2017	12.78	1.54	11.64	-0.73	11.30	3.31	11.08	2.46
May 2017	12.70	0.96	11.63	-0.76	11.15	1.94	10.79	-0.24
June 2017	12.93	2.73	11.86	1.19	11.23	2.71	10.84	0.23
July 2017	12.93	2.77	11.46	-2.21	11.26	2.99	10.92	0.97
August 2017	12.84	2.05	11.56	-1.35	11.27	3.08	10.92	0.96
September 2017	12.46	-0.96	11.08	-5.44	11.29	3.21	10.92	0.99
October 2017	12.35	-1.86	11.55	-1.45	11.02	0.78	10.74	-0.67
November 2017	12.47	-0.91	11.80	0.69	11.45	4.70	10.84	0.27
December 2017	12.15	-3.41	11.90	1.51	11.22	2.62	10.31	-4.67
January 2018	12.26	-2.55	11.49	-1.99	11.26	2.98	10.40	-3.80
February 2018	12.10	-3.81	11.39	-2.84	10.80	-1.28	10.06	-6.93
March 2018	12.82	1.88	11.49	-1.99	10.24	-6.39	9.66	-10.70
April 2018	12.64	0.47	11.20	-4.43	10.39	-5.03	9.29	-14.10
May 2018	12.67	0.66	11.49	-1.98	11.07	1.19	9.04	-16.43
June 2018	12.80	1.69	11.60	-1.05	11.16	2.08	8.86	-18.02
July 2018	12.37	-1.68	11.45	-2.34	11.08	1.30	8.36	-22.67
August 2018	12.67	0.70	11.37	-2.98	11.17	2.11	10.67	-1.31
September 2018	12.70	0.95	11.59	-1.17	11.16	2.01	10.70	-1.03
October 2018	12.76	1.44	11.96	2.05	10.99	0.51	10.51	-2.80
November 2018	12.55	-0.25	12.17	3.85	11.23	2.65	10.44	-3.47
December 2018	12.48	-0.78	12.38	5.60	11.65	6.51	10.53	-2.64
January 2019	12.26	-2.58	11.95	1.93	11.29	3.24	10.33	-4.42
February 2019	12.18	-3.19	11.77	0.41	10.88	-0.51	10.01	-7.38

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	6995	195861	52.9	0	0
3	5297	148326	40.1	0	0
4	19	540	0.1	22	0.8
5	333	9317	2.5	108	4.1
6	50	1399	0.4	127	4.8
7	1	25	0	6	0.2
8	42	1171	0.3	55	2.1
9	434	12159	3.3	1918	72.9
10	24	679	0.2	263	10
11	4	122	0	11	0.4
12	2	45	0	3	0.1
13	11	314	0.1	119	4.5
TOTAL	13213	369962	100	2632	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>
2019-02-11	Monday	14:41:57	9	EB	1	129.23
2019-02-11	Monday	14:43:19	10	EB	1	124.68
2019-02-18	Monday	13:23:23	9	EB	1	120.37
2019-02-28	Thursday	09:48:39	10	EB	1	117.7
2019-02-28	Thursday	16:46:33	10	EB	1	116.22
2019-02-20	Wednesday	10:21:50	10	EB	1	115.12
2019-02-10	Sunday	07:45:40	9	EB	1	114.53
2019-02-01	Friday	18:26:50	10	EB	1	113.94
2019-02-19	Tuesday	13:25:11	10	EB	1	113.09
2019-02-16	Saturday	14:12:35	9	EB	1	112.93

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	EB	15	293	68	23.2	7627	903	2126
5	EB	8	4976	487	9.8	66036	3506	15062
6	EB	19	715	38	5.3	24069	670	5603
7	EB	11.5	13	0	0	707	0	279
8	EB	31	554	167	30.1	15592	3282	1797
9	EB	33	6540	770	11.8	338222	22702	73906
10	EB	33.5	366	24	6.6	27124	577	7833
11	EB	36.5	71	5	7	3844	155	718
12	EB	36.5	33	2	6.1	1588	64	228
13	EB	31.5	94	1	1.1	8973	31	3022
TOTAL	****	****	13655	1562	****	493781	****	110574
<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	WB	15	242	80	33.1	4806	991	1188
5	WB	8	4253	989	23.3	47893	6931	10890
6	WB	19	671	175	26.1	16623	2901	3599
7	WB	11.5	12	0	0	473	0	167
8	WB	31	606	348	57.4	10066	7851	1034
9	WB	33	5505	2275	41.3	172281	61986	32846
10	WB	33.5	307	85	27.7	14173	2389	3368
11	WB	36.5	50	12	24	1623	382	118
12	WB	36.5	12	1	8.3	528	18	63
13	WB	31.5	217	0	0	16175	0	4670
TOTAL	****	****	11875	3965	****	284641	****	57944
GRAND TOTAL	****	****	25530	5527	342	778423	115336	168518

Table 5 Gross Vehicle Weight by Class and Lane

<i>Vehicle Class</i>	<i>EB Driving Lane</i>	<i>EB Passing Lane</i>	<i>WB Passing Lane</i>	<i>WB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
1	0	2	0	0	2	0
2	298476	103517	95673	258891	756556	29.9
3	348862	114108	106363	306852	876185	34.7
4	7324	1206	1118	4679	14326	0.6
5	58459	11083	10040	44783	124365	4.9
6	21603	3136	2111	17413	44263	1.8
7	672	35	0	473	1179	0
8	17524	1349	1376	16541	36791	1.5
9	333419	27504	11462	222805	595191	23.6
10	25747	1953	574	15988	44262	1.8
11	3875	124	76	1929	6003	0.2
12	1652	0	0	546	2198	0.1
13	7795	1209	599	15576	25179	1
TOTAL	1125410	265225	229392	906476	2526502	100
GVW/LANE	44.54	10.5	9.08	35.88	100	0

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

<i>Vehicle Class</i>	<i>EB Driving Lane</i>	<i>EB Passing Lane</i>	<i>WB Passing Lane</i>	<i>WB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0	0	0.3333
2	39	13	11	23	87	0.54	9e-04
3	131	39	33	80	283	1.76	0.0039
4	138	24	16	58	237	1.47	0.89
5	736	132	141	459	1468	9.12	0.32
6	529	83	51	239	902	5.6	1.3
7	14	1	0	4	19	0.12	1.43
8	327	20	16	205	569	3.53	0.98
9	7698	624	130	2629	11082	68.84	1.85
10	686	43	9	193	932	5.79	2.75
11	96	3	0	13	113	0.7	1.8
12	15	0	0	3	17	0.11	0.82
13	179	24	6	180	389	2.42	2.45
TOTAL	10586	1008	415	4088	16097	100	15
ESALS/LANE	65.8	6.3	2.6	25.4	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 2018	441933	14256	921	413379	93.5	28553.8	6.5	90.2	9.8
Apr 2018	464908	15497	959	436131	93.8	28777.1	6.2	89.8	10.2
May 2018	584842	18866	1279	545195	93.2	39647	6.8	86.8	13.2
Jun 2018	595965	19866	1159	561188	94.2	34777.4	5.8	84.2	15.8
Jul 2018	631964	20386	805	606994	96	24969.5	4	77.4	22.6
Aug 2018	610595	19697	1555	562401	92.1	48194.3	7.9	88.8	11.2
Sep 2018	547486	18250	1506	502315	91.7	45170.6	8.3	89.3	10.7
Oct 2018	529466	17080	1570	480795	90.8	48670.8	9.2	89.9	10.1
Nov 2018	430849	15388	1183	395350	91.8	35498.8	8.2	89	11
Dec 2018	433085	14436	902	405135	93.5	27950	6.5	89.7	10.3
Jan 2019	406644	13118	916	378257	93	28386.7	7	89.3	10.7
Feb 2019	369962	13213	920	344189	93	25772.6	7	88.3	11.7
TOTAL	6047699	-	-	5631329	-	416369	-	-	-
AVERAGE	503975	16671	1140	469277	93	34697	7	88	12

ESALS

<i>Month</i>	<i>ESALS EB Passing Lane</i>	<i>ESALS EB Driving Lane</i>	<i>ESALS WB Driving Lane</i>	<i>ESALS WB Passing Lane</i>	<i>Total ESALS</i>	<i>Driving Lane ESALS %</i>	<i>Passing Lane ESALS %</i>	<i>Pavement Life Decrease Months</i>
Mar 2018	13593	813	233	3935	18574	94	6	28.9
Apr 2018	14038	759	286	3390	18474	94	6	26.8
May 2018	19915	1449	633	3295	25292	92	8	29.1
Jun 2018	17634	1549	856	1756	21795	89	11	25.5
Jul 2018	9545	1486	759	589	12378	82	18	16.5
Aug 2018	17346	1529	783	13764	33422	93	7	40.7
Sep 2018	18309	1493	802	13104	33709	93	7	40.7
Oct 2018	21183	1561	720	13103	36568	94	6	42.3
Nov 2018	16981	1449	650	8651	27730	92	8	38.1
Dec 2018	12116	983	430	5471	19000	93	7	29.2
Jan 2019	11889	941	448	5234	18512	92	8	26.3
Feb 2019	10649	1069	422	4110	16250	91	9	32.8
TOTAL	183197	15083	7021	76403	281705	-	-	-
AVERAGE	15266	1257	585	6367	23475	92	8	31

Gross Vehicle Weight

<i>Month</i>	<i>GVW EB Passing Lane</i>	<i>GVW EB Driving Lane</i>	<i>GVW WB Passing Lane</i>	<i>GVW WB Driving Lane</i>	<i>Total GVW Kips</i>
Mar 18	1366796	300326	243593	971462	2882177
Apr 18	1429509	300988	258663	955064	2944223
May 18	1919649	486092	384335	1105460	3895536
Jun 18	1873989	527355	405817	977118	3784280
Jul 18	1484105	532750	442390	949621	3408866
Aug 18	1827123	516522	412675	1913186	4669506
Sep 18	1772922	435625	369201	1713661	4291408
Oct 18	1828907	443941	363248	1696927	4333023
Nov 18	1535083	394342	304696	1360820	3594942
Dec 18	1310112	327610	267904	1120597	3026224
Jan 19	1229340	286706	250586	1044234	2810866
Feb 19	1126534	266155	229583	907774	2530046
TOTAL	18704068	4818413	3932692	14715923	42171096
AVERAGE	1558672	401534	327724	1226327	3514258

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 2018	3071	0.7	10.7	874	208
Apr 2018	3136	0.7	10.9	881	142
May 2018	4427	0.8	11.4	1479	256
Jun 2018	3884	0.7	11.5	1260	227
Jul 2018	2060	0.4	8.8	485	65
Aug 2018	5463	0.9	11.4	1825	331
Sep 2018	6002	1.1	13.3	2081	333
Oct 2018	6412	1.2	13.2	2356	381
Nov 2018	5096	1.1	13.3	1860	313
Dec 2018	3237	0.7	11.4	947	211
Jan 2019	3050	0.8	10.8	703	156
Feb 2019	2654	0.7	10.3	733	180
TOTAL	48492	-	-	15484	2803
AVERAGE	4041	0.8	11.4	1290.3	233.6

Freight

<i>Month</i>	<i>EB Freight Tons</i>	<i>WB Freight Tons</i>	<i>Total Freight</i>	<i>EB Freight %</i>	<i>WB Freight %</i>
Mar 2018	136515	61298	197813	69	31
Apr 2018	144385	57829	202213	71.4	28.6
May 2018	202268	76571	278839	72.5	27.5
Jun 2018	179547	49025	228572	78.6	21.4
Jul 2018	111388	22324	133712	83.3	16.7
Aug 2018	173814	236610	410424	42.3	57.7
Sep 2018	177219	202462	379681	46.7	53.3
Oct 2018	205680	203542	409222	50.3	49.7
Nov 2018	168189	136273	304462	55.2	44.8
Dec 2018	123430	79692	203122	60.8	39.2
Jan 2019	122311	69881	192193	63.6	36.4
Feb 2019	110574	57944	168518	65.6	34.4
TOTAL	1855320	1253451	3108771	-	-
AVERAGE	154610	104454.2	259064.3	63.3	36.7