DECEMBER 2018

WIM #27
MN 60,
MP 64.8
ST. JAMES, MN

MONTHLY REPORT

Your Destination...Our Priority

WIM Site Location

WIM #27 is located on MN 60 near St. James in Watonwan county.

System Operation

WIM #27 was operational for the entire month of December 2018. Volume was computed using all monthly data.

System Calibration

WIM #27 was most recently calibrated on 2018-04-18. 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 lanes 1 and 4 but not 2 and 3. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation [2]. Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

Summary of Volume Statistics

Total Monthly Volume: 167266 | Passenger Vehicles: 139093 | Heavy Commercial Vehicles: 28173

Monthly Average Daily Traffic (MADT): 5396 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 909

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 Mondays. WB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Thursdays (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 02 PM and 04 PM. Similarly, WB PVs peaked in volume between 02 PM and 04 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling EB typically reached peak volume levels between 02 PM and 04 PM, while volume going WB peaked between 02 PM and 04 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 13's.

Overweight HCVs

Volume trends. Of a total of 28173 HCVs, 5580 of them were overweight [3]. These overweight HCVs contributed to 3.6% of total monthly volume, and 20.9% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Thursdays, with lowest volumes reported on Saturdays. WB overweight vehicles tended to reach highest volumes on Wednesdays, with lowest volumes reported on Sundays. See Figure 3 .
The top two overweight violators by class were the class 9 and class 14 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 77.9% 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 November.
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 ,1095 EB vehicles exceeded 88,000 pounds (570 vehicles were Class 14's; 240 vehicles were Class 9's). Of vehicles traveling WB,

96 EB vehicles exceeded 88,000 pounds (42 vehicles were Class 10's; 23 vehicles were Class 13's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from December 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in December 2018. Data suggests that there were greater numbers of fully_loaded Class 9's than empty Class 9's traveling EB, while there were more fully_loaded Class 9's than empty 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 298185 tons of freight was recorded to have crossed the WIM. More freight was shipped EB (53.7%) than WB (46.3%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 93716, an arch pipe, is approximately 3.0 miles west of WIM #27 and Bridge No. 83030 is approximately 8.1 miles east of WIM #27. WIM #27 recorded a total of 167266 vehicles with a combined GVW of 2130259 kips (1 kip = 1,000 pounds = 0.5 tons) in December 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 606458 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 98% of all ESALs were recorded EB while 2% was observed WB. In particular, 95% of all ESALs were generated by the Class 14's (Class 14's were also responsible for generating % 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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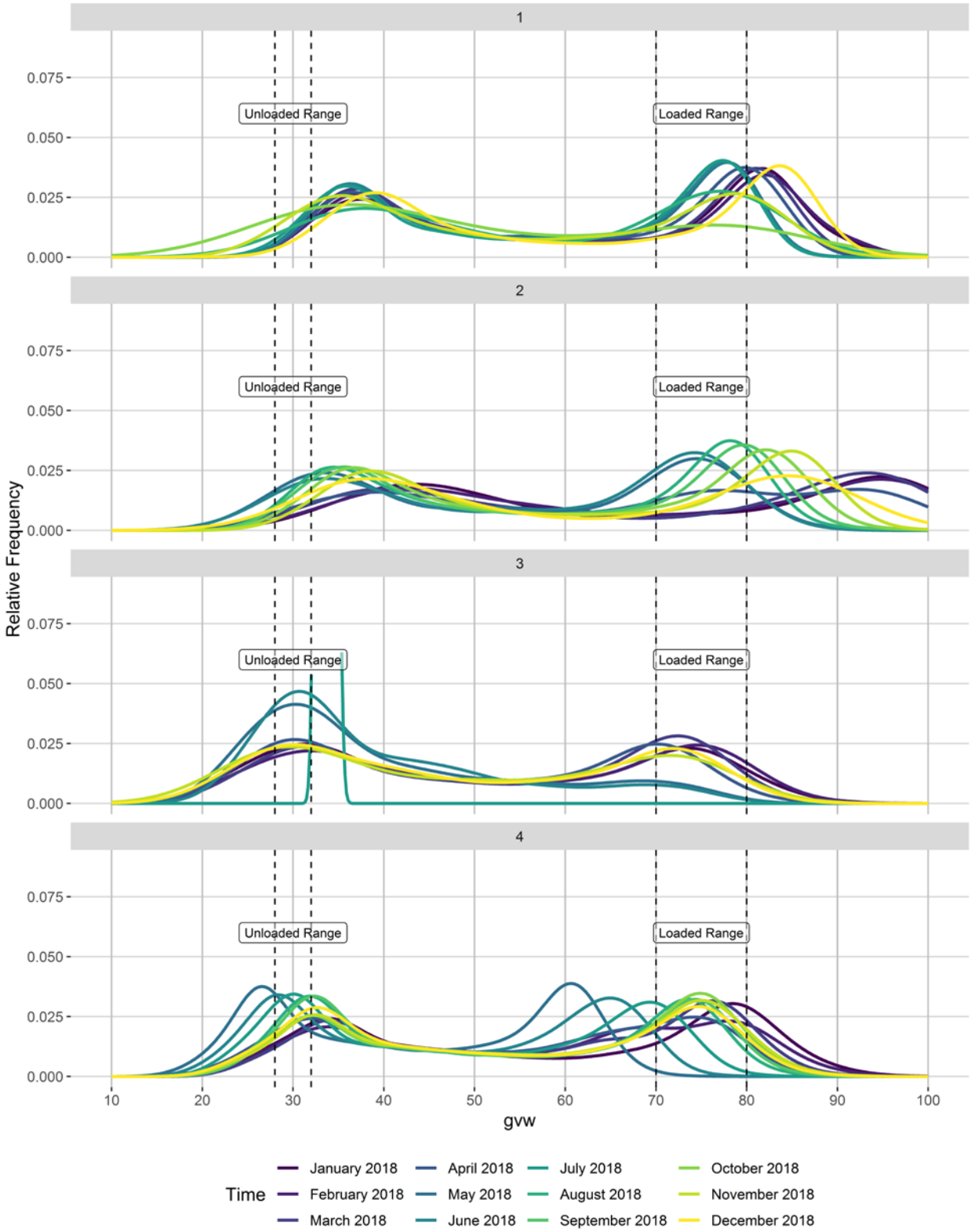
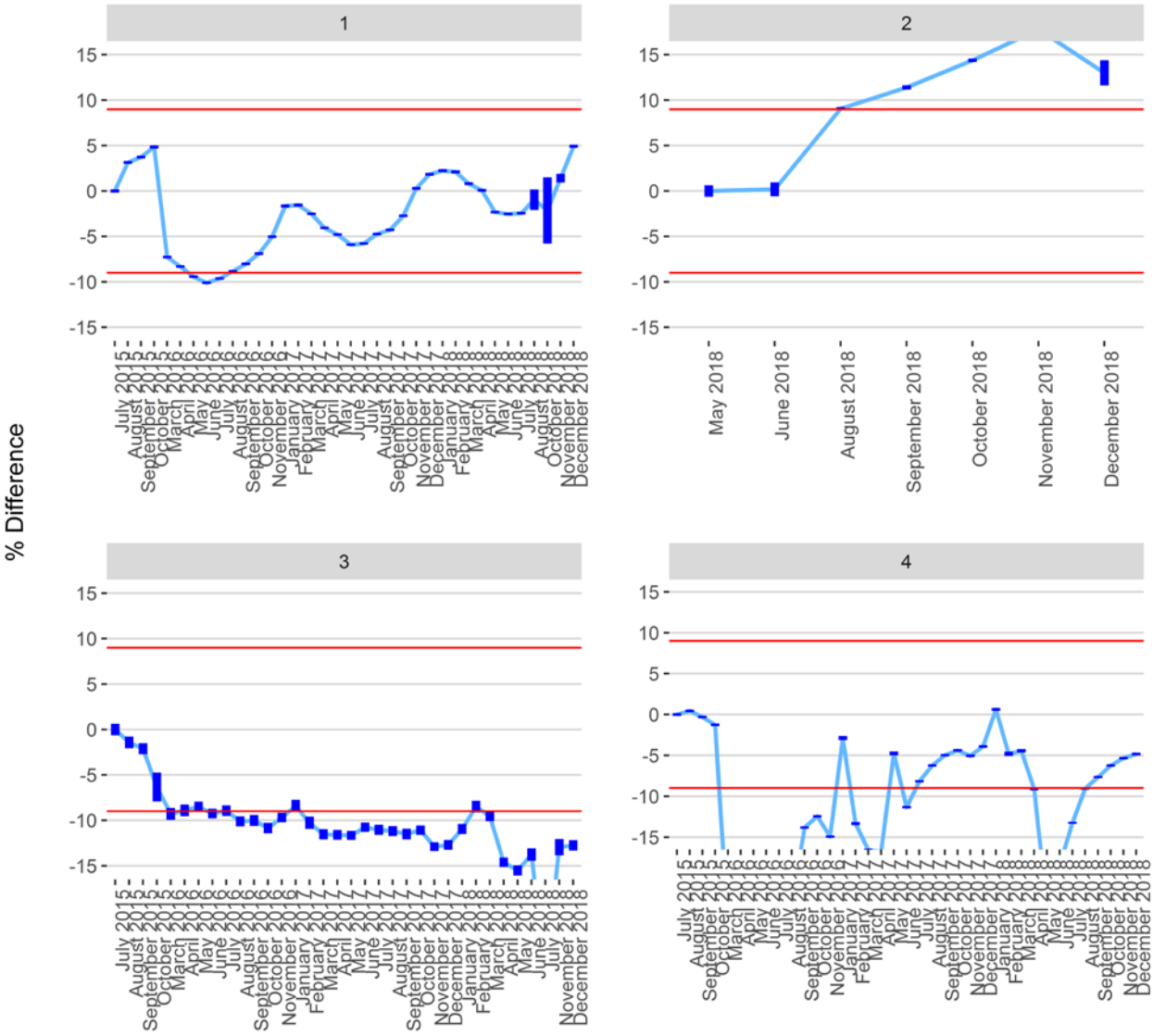
Figure 1 - Monthly Class 9 GVW Histogram



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

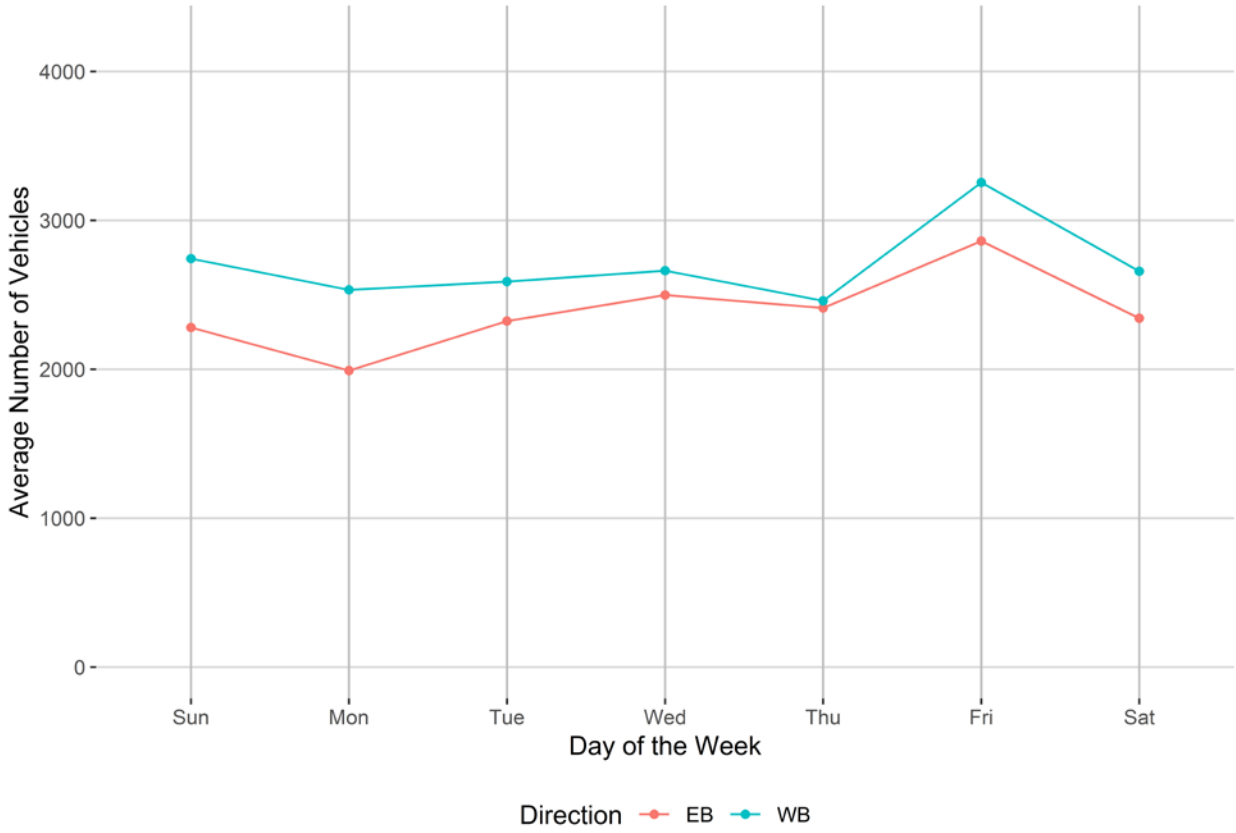


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

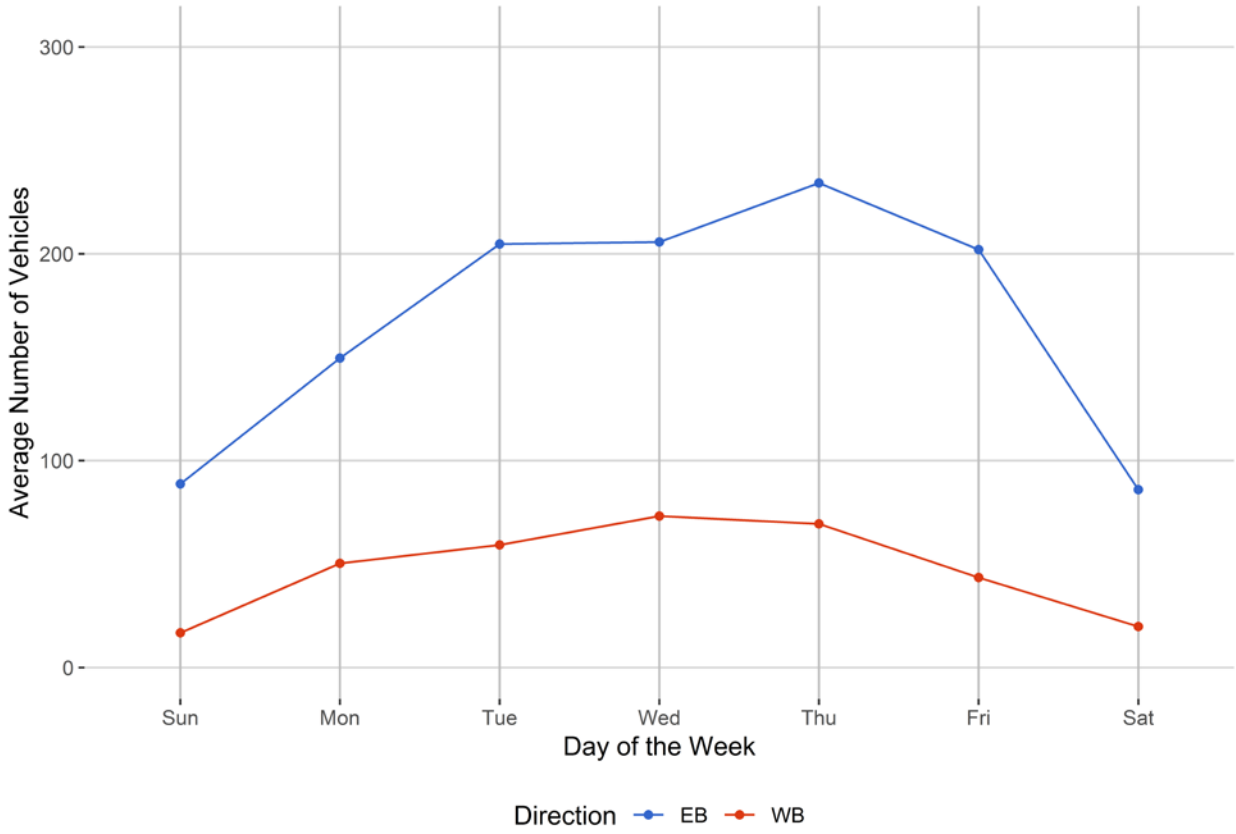


Figure 4 - Passenger Vehicles
vs. Hour of the Day

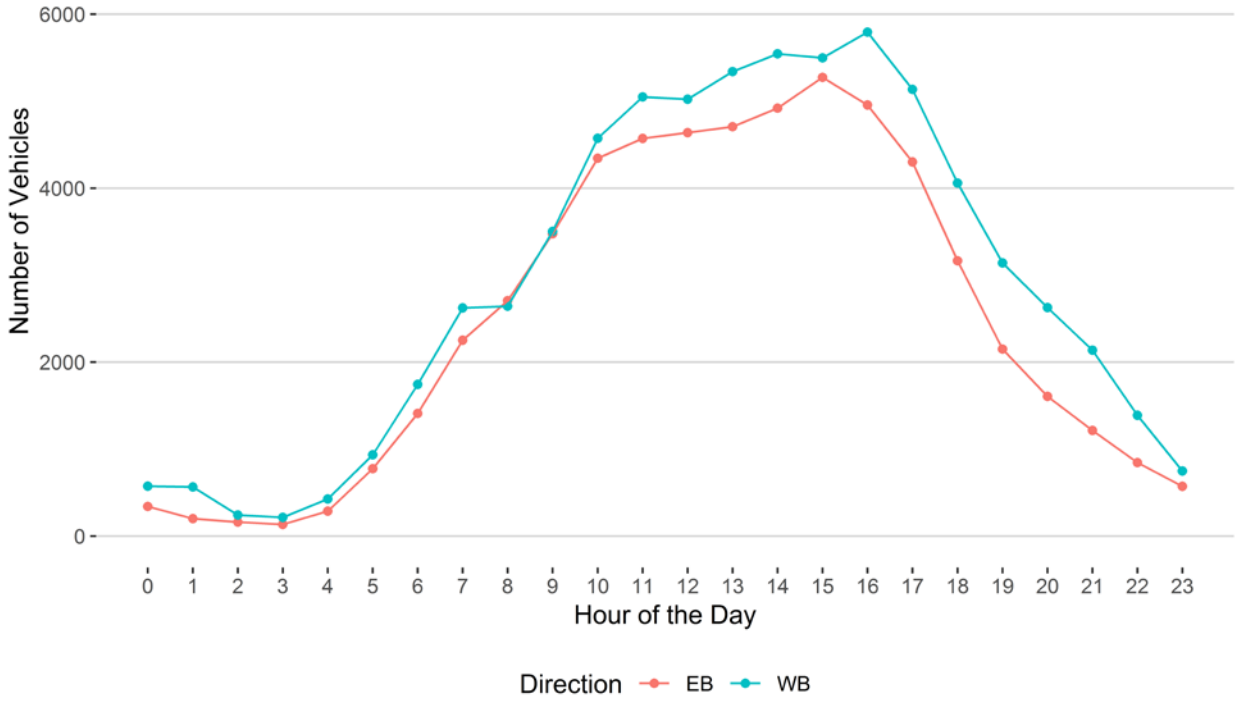


Figure 5 - Heavy Commercial Vehicles
vs. Hour of the Day

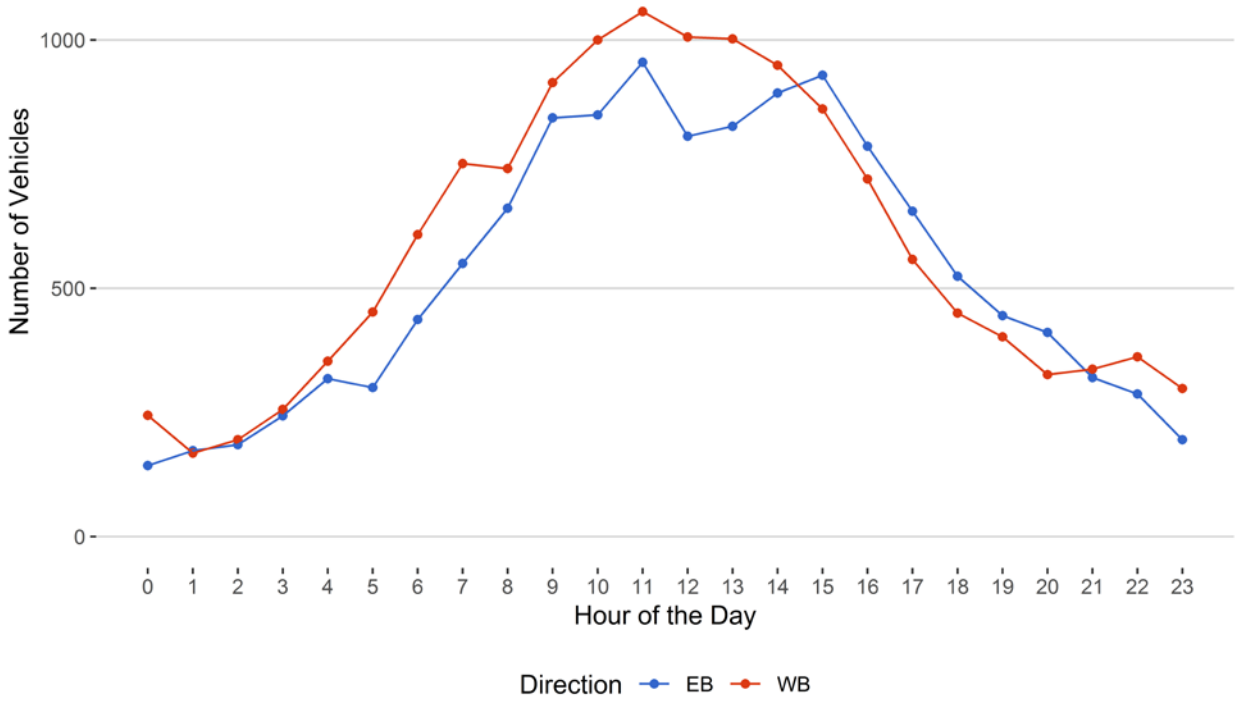


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

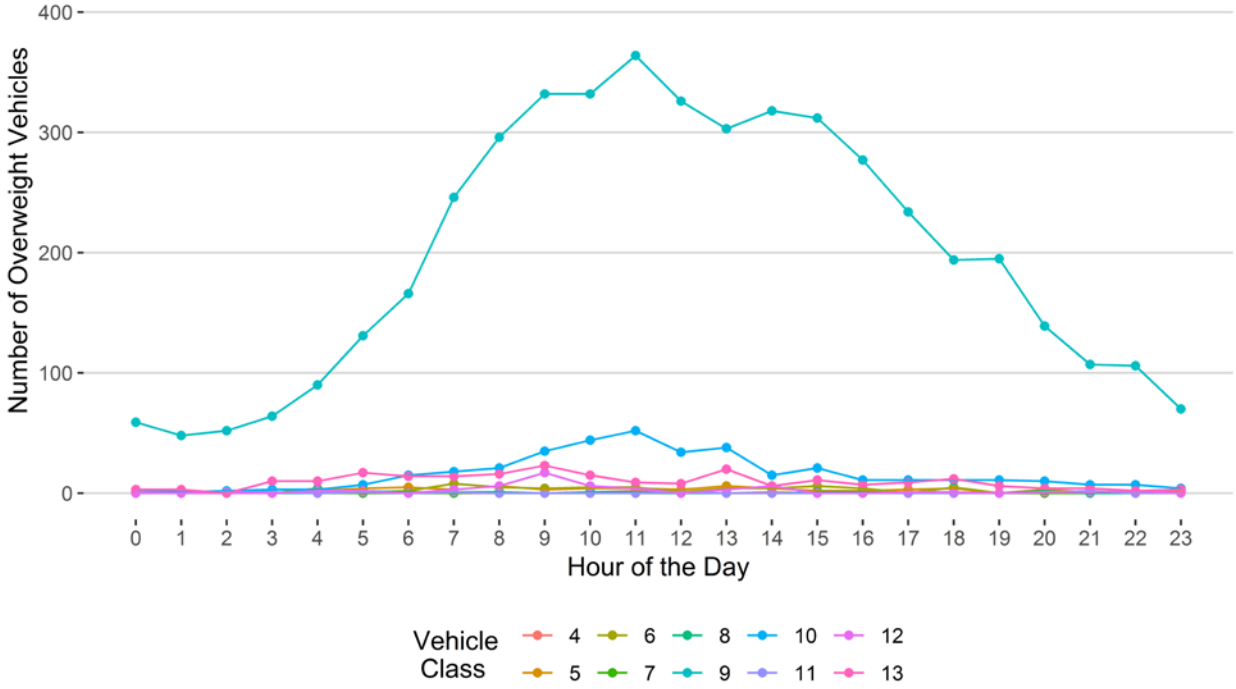


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

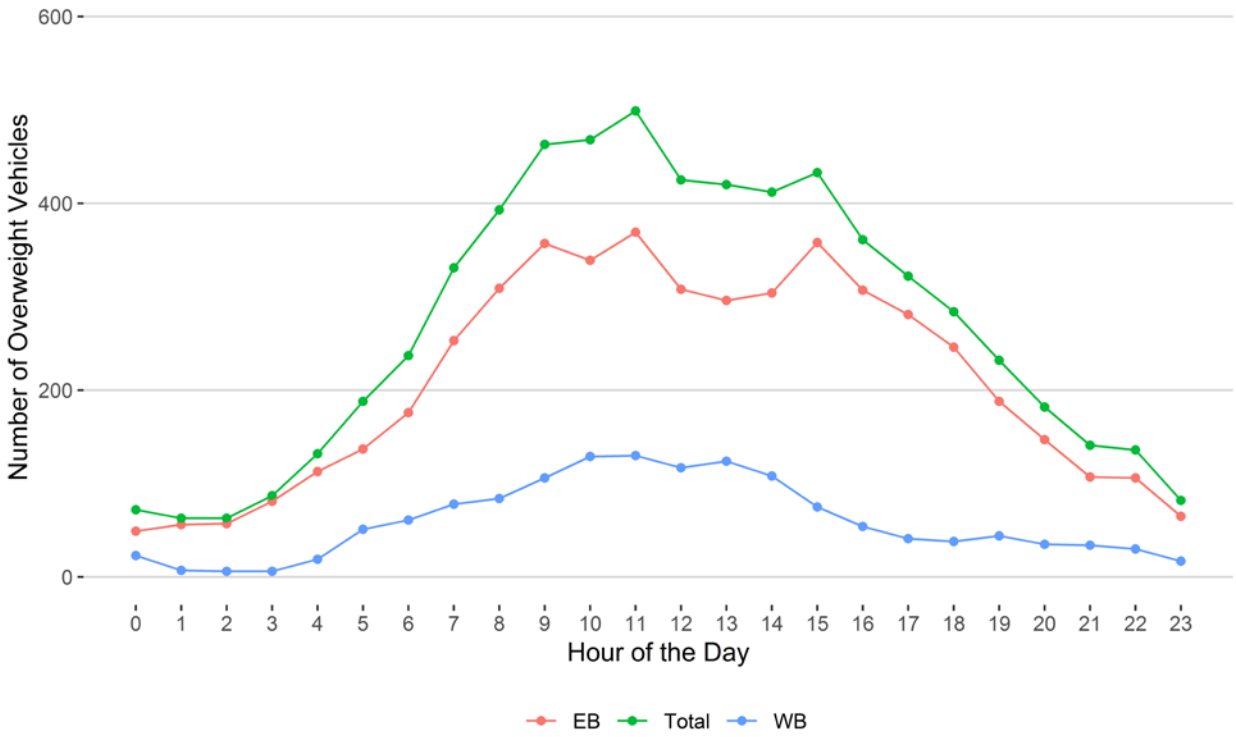
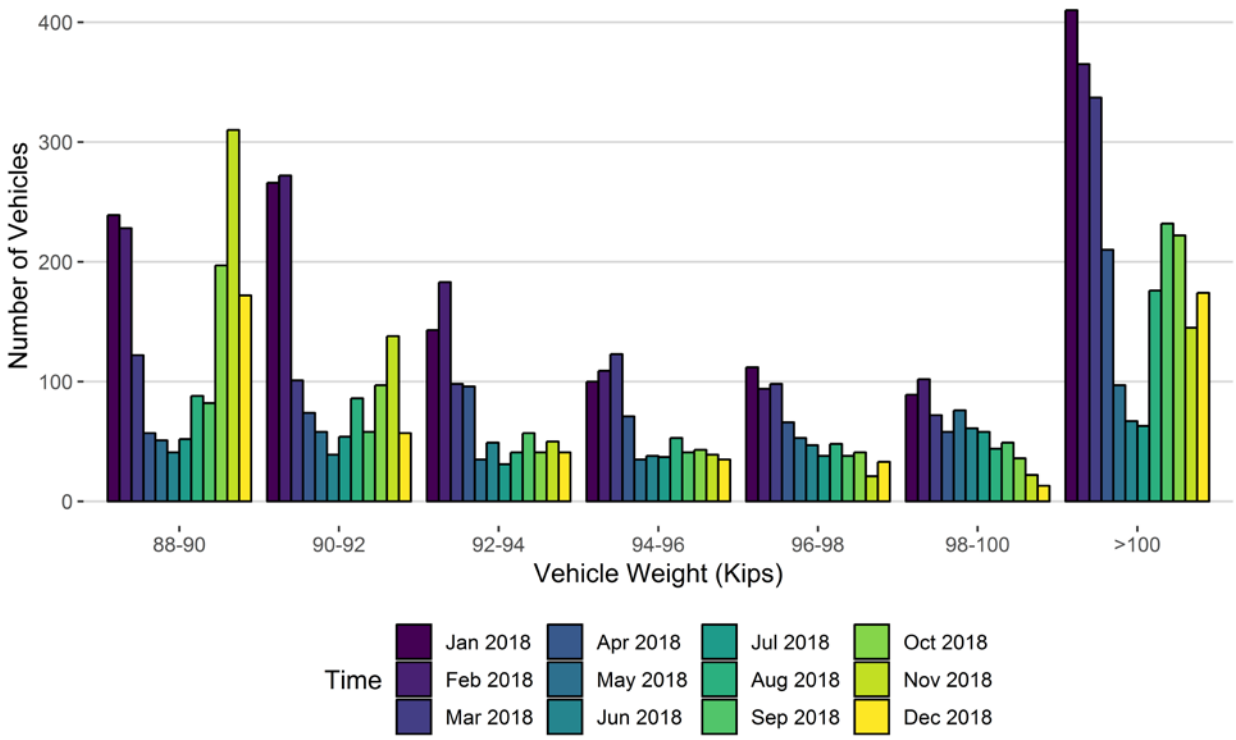
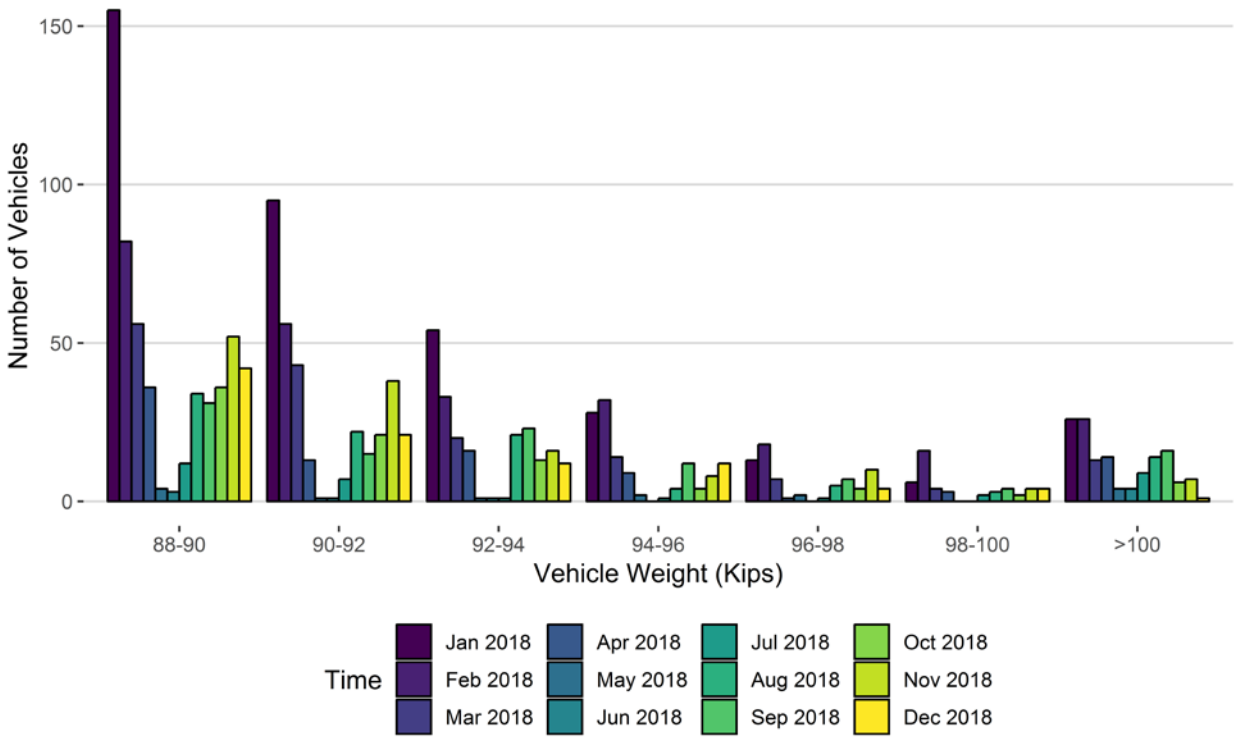


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	*Jan 2018*	*Feb 2018*	*Mar 2018*	*Apr 2018*	*May 2018*	*Jun 2018*	*Jul 2018*	*Aug 2018*	*Sep 2018*	*Oct 2018*	*Nov 2018*	*Dec 2018*
88-90	239	228	122	57	51	41	52	88	82	197	310	172
90-92	266	272	101	74	58	39	54	86	58	97	138	57
92-94	143	183	98	96	35	49	31	41	57	41	50	41
94-96	100	109	123	71	35	38	37	53	41	43	39	35
96-98	112	94	98	66	53	47	38	48	38	41	21	33
98-100	89	102	72	58	76	61	58	44	49	36	22	13
>100	410	365	337	210	97	67	63	176	232	222	145	174
Total	1359	1353	951	632	405	342	333	536	557	677	725	525

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



Vehicle Weights (Kips)	*Jan 2018*	*Feb 2018*	*Mar 2018*	*Apr 2018*	*May 2018*	*Jun 2018*	*Jul 2018*	*Aug 2018*	*Sep 2018*	*Oct 2018*	*Nov 2018*	*Dec 2018*
88-90	155	82	56	36	4	3	12	34	31	36	52	42
90-92	95	56	43	13	1	1	7	22	15	21	38	21
92-94	54	33	20	16	1	1	1	21	23	13	16	12
94-96	28	32	14	9	2	0	1	4	12	4	8	12
96-98	13	18	7	1	2	0	1	5	7	4	10	4
98-100	6	16	4	3	0	0	2	3	4	2	4	4
>100	26	26	13	14	4	4	9	14	16	6	7	1
Total	377	263	157	92	14	9	33	103	108	86	135	96

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

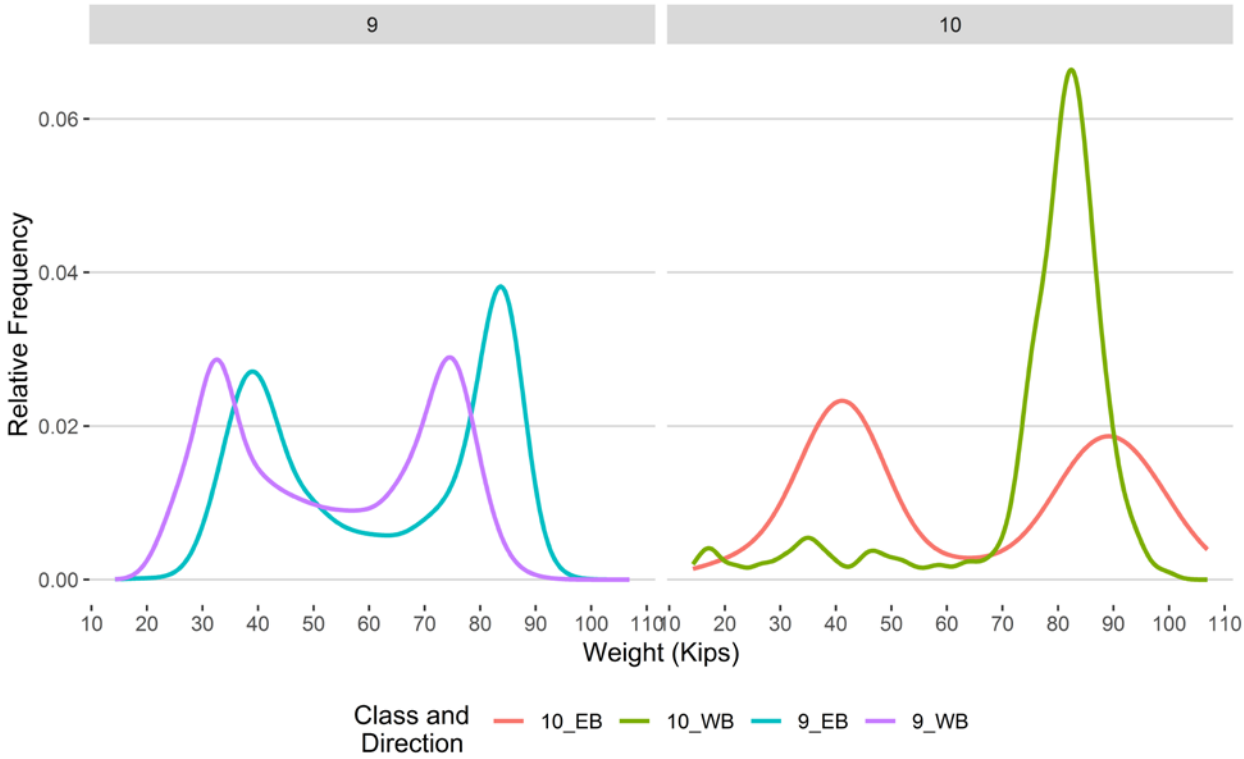


Figure 9 - Freight Percentage by Direction and Class

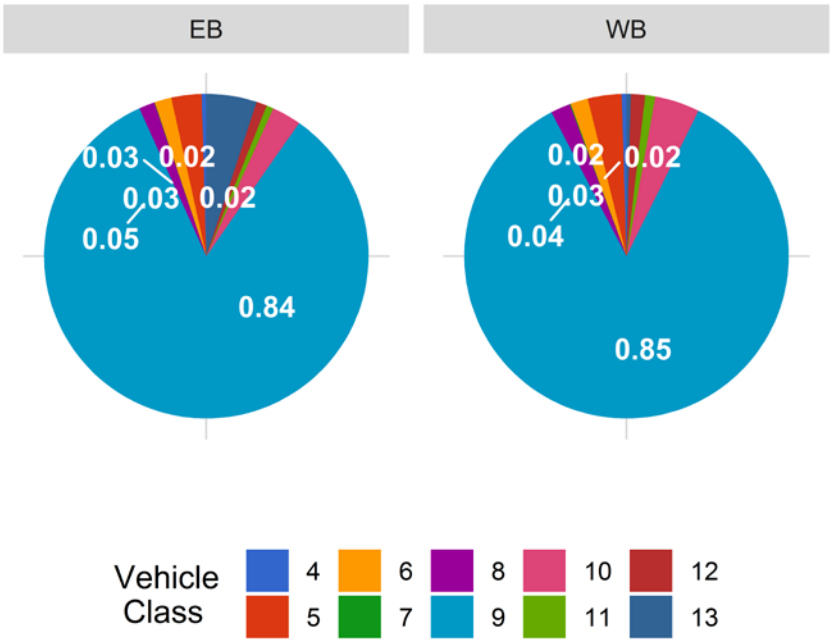


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

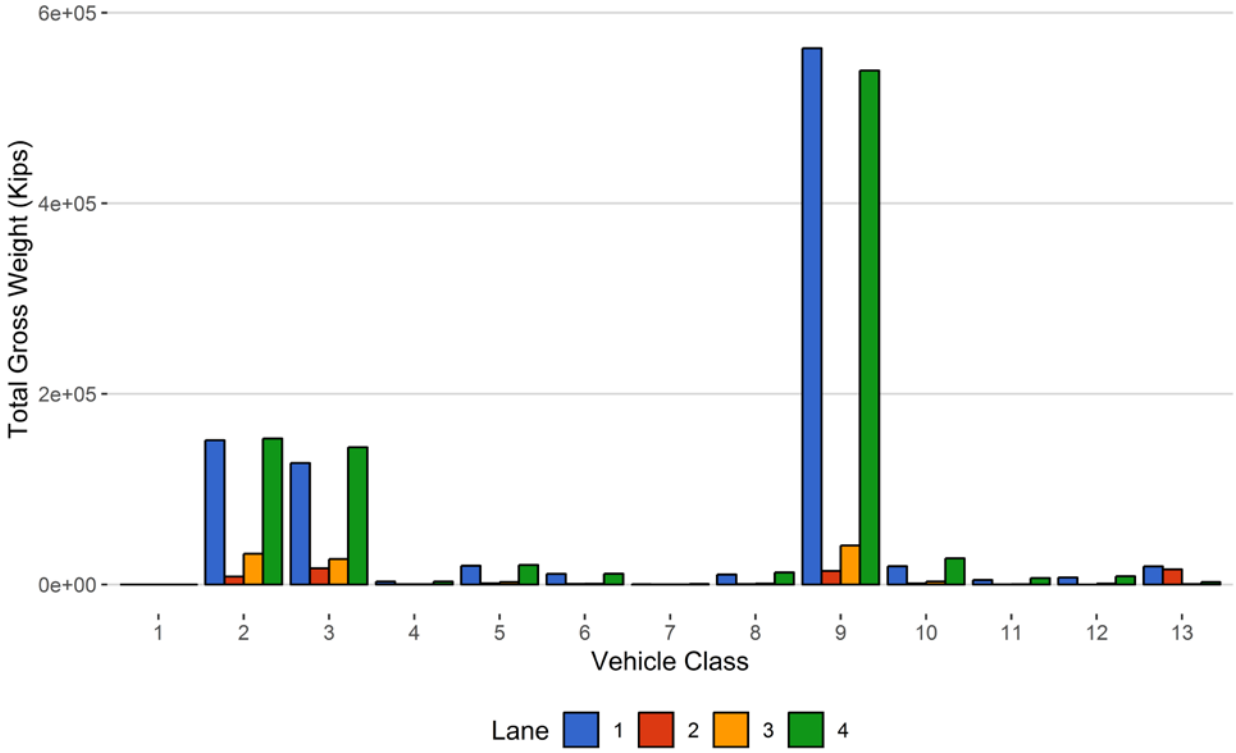


Figure 11 - Total Gross Vehicle Weight b

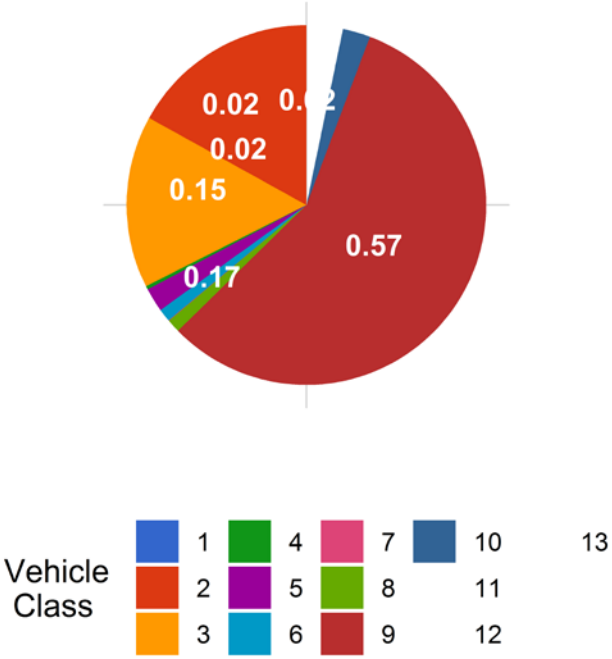


Figure 12 - Total ESALs by Class and Lane

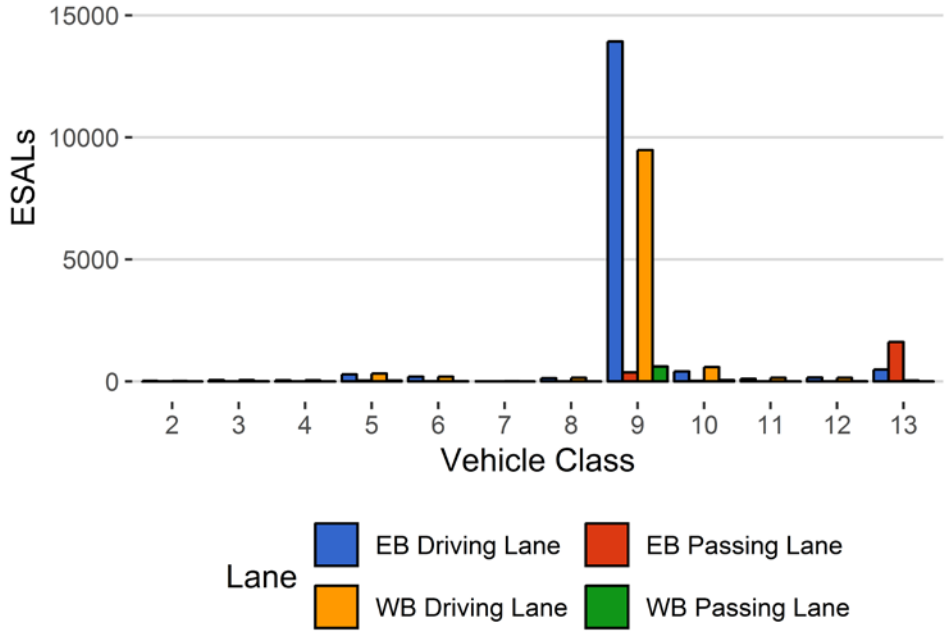


Figure 13 - ESALs by Class

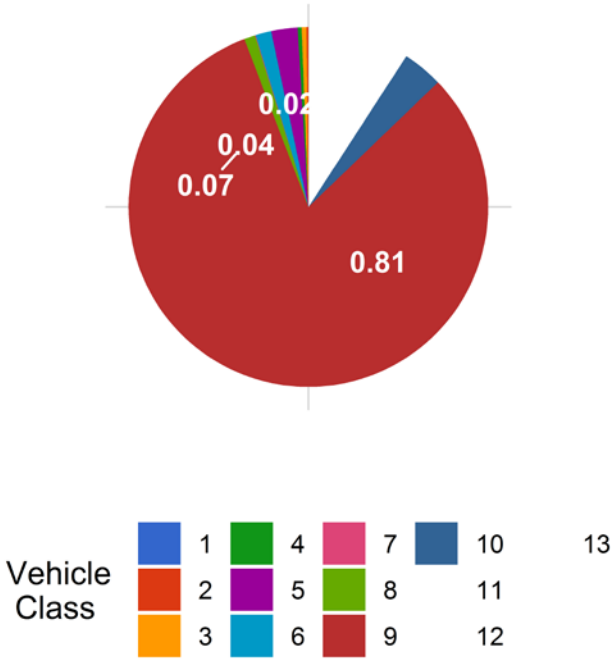


Table 1 Class 9 Front Axle Weight by Lane

Month	*Lane 1 (Kips)*	*Front Axle +/- 9%*	*Lane 2 (Kips)*	*Front Axle +/- 9%*	*Lane 3 (Kips)*	*Front Axle +/- 9%*	*Lane 4 (kips)*	*Front Axle +/- 9%*
July 2015	11.23	0.00	NA	NA	12.02	0.00	11.77	0.00
August 2015	11.58	3.14	NA	NA	11.85	-1.42	11.83	0.45
September 2015	11.64	3.73	NA	NA	11.77	-2.12	11.74	-0.31
October 2015	11.77	4.84	NA	NA	11.26	-6.34	11.63	-1.26
March 2016	10.41	-7.28	NA	NA	10.90	-9.29	8.69	-26.23
April 2016	10.29	-8.32	NA	NA	10.95	-8.90	8.97	-23.79
May 2016	10.17	-9.43	NA	NA	11.00	-8.51	8.92	-24.24
June 2016	10.09	-10.11	NA	NA	10.91	-9.26	8.54	-27.43
July 2016	10.14	-9.64	NA	NA	10.95	-8.93	8.69	-26.23
August 2016	10.23	-8.84	NA	NA	10.81	-10.12	9.00	-23.54
September 2016	10.33	-8.02	NA	NA	10.82	-10.01	10.15	-13.83
October 2016	10.45	-6.90	NA	NA	10.72	-10.86	10.31	-12.44
November 2016	10.66	-5.04	NA	NA	10.86	-9.69	10.02	-14.93
January 2017	11.04	-1.66	NA	NA	11.01	-8.41	11.44	-2.87
February 2017	11.05	-1.55	NA	NA	10.79	-10.28	10.20	-13.33
March 2017	10.94	-2.52	NA	NA	10.63	-11.54	9.82	-16.56
April 2017	10.77	-4.06	NA	NA	10.63	-11.60	9.80	-16.77
May 2017	10.69	-4.81	NA	NA	10.62	-11.66	11.21	-4.76
June 2017	10.56	-5.91	NA	NA	10.73	-10.76	10.44	-11.33
July 2017	10.58	-5.78	NA	NA	10.69	-11.05	10.81	-8.17
August 2017	10.69	-4.74	NA	NA	10.68	-11.18	11.04	-6.24
September 2017	10.75	-4.28	NA	NA	10.64	-11.51	11.19	-4.99
October 2017	10.92	-2.73	NA	NA	10.69	-11.08	11.26	-4.39
November 2017	11.26	0.29	NA	NA	10.47	-12.89	11.18	-5.06
December 2017	11.43	1.83	NA	NA	10.49	-12.71	11.31	-3.91
January	11.48	2.24	NA	NA	10.70	-10.96	11.85	0.62

2018								
February 2018	11.46	2.10	NA	NA	11.00	-8.49	11.21	-4.81
March 2018	11.32	0.80	NA	NA	10.87	-9.56	11.25	-4.44
April 2018	11.23	0.07	NA	NA	10.26	-14.62	10.71	-9.08
May 2018	10.97	-2.33	10.73	0.00	10.16	-15.52	8.99	-23.61
June 2018	10.94	-2.54	10.75	0.18	10.37	-13.77	9.61	-18.39
July 2018	10.95	-2.45	NA	NA	8.76	-27.15	10.21	-13.25
August 2018	11.12	-0.96	11.70	9.05	NA	NA	10.71	-9.07
October 2018	10.99	-2.14	12.27	14.38	NA	NA	11.04	-6.24
November 2018	11.38	1.41	12.64	17.79	10.47	-12.95	11.15	-5.34
December 2018	11.78	4.92	12.12	13.00	10.49	-12.76	11.21	-4.83

Table 2 Vehicle Classification Data

Vehicle Class	*Monthly Average Daily Volume*	*Monthly Total Volume*	*Monthly Total Volume Percentage*	*Monthly Total Overweight Vehicles*	*Monthly Total Overweight Percentage*
1	0	1	0	0	0
2	2773	85964	51.4	0	0
3	1714	53128	31.8	0	0
4	8	240	0.1	7	0.1
5	95	2934	1.8	64	1.1
6	27	844	0.5	60	1.1
7	1	18	0	2	0
8	24	743	0.4	12	0.2
9	684	21195	12.7	4761	85.3
10	25	760	0.5	384	6.9
11	7	214	0.1	9	0.2
12	8	259	0.2	55	1
13	31	967	0.6	226	4.1
TOTAL	**5396**	**167266**	**100**	**5580**	**100**

Table 3 Top 10 Gross Vehicle Weight, Class 9 and 10

Date	*Day of Week*	*Time*	*Vehicle Class*	*Direction*	*Lane*	*GVW (lbs)*
2018-12-11	Tuesday	03:37:47	10	EB	1	106.9
2018-12-27	Thursday	12:54:24	10	EB	1	105.37
2018-12-28	Friday	06:54:48	10	EB	1	104.35
2018-12-14	Friday	07:28:00	10	EB	1	104.26
2018-12-13	Thursday	04:39:37	10	EB	1	103.25
2018-12-09	Sunday	08:03:06	10	EB	1	103.21
2018-12-05	Wednesday	13:21:37	10	EB	2	101.14
2018-12-18	Tuesday	08:22:52	10	EB	1	101.05
2018-12-05	Wednesday	13:01:28	10	WB	4	100.26
2018-12-06	Thursday	15:24:44	10	WB	4	99.84

Table 4 Freight Summary

Vehicle Class	*Direction*	*Weight of Empty Vehicle (Kips)*	*Total Number of Vehicles*	*Number of Empty Vehicles*	*Percentage of Empty Vehicles*	*Total Weight of Vehicles with Freight (Kips)*	*Total Weight of Empty Vehicles (Kips)*	*Total Weight of Freight (Tons)*
4	EB	15	106	17	16	2953	232	809
5	EB	8	1285	47	3.7	20469	339	5282
6	EB	19	380	15	3.9	11321	264	2193
7	EB	11.5	6	0	0	302	0	117
8	EB	31	309	67	21.7	9328	1592	913
9	EB	33	9256	346	3.7	566485	10566	136228
10	EB	33.5	318	18	5.7	19722	439	4836
11	EB	36.5	85	1	1.2	4755	34	844
12	EB	36.5	105	0	0	7259	0	1713
13	EB	31.5	884	635	71.8	22272	12483	7214
TOTAL	****	****	**12734**	**1146**	****	**664867**	****	**160150**
Vehicle Class	Direction	Weight of Empty Vehicle (Kips)	Total Number of Vehicles	Number of Empty Vehicles	Percentage of Empty Vehicles	Total Weight of Vehicles with Freight (Kips)	Total Weight of Empty Vehicles (Kips)	Total Weight of Freight (Tons)
4	WB	15	122	23	18.9	3003	294	759
5	WB	8	1500	108	7.2	22135	789	5500
6	WB	19	421	108	25.7	10170	1878	2111
7	WB	11.5	11	0	0	630	0	252
8	WB	31	396	128	32.3	10123	3236	908
9	WB	33	10864	2296	21.1	513543	66685	115399
10	WB	33.5	403	21	5.2	30009	481	8606
11	WB	36.5	118	2	1.7	6860	54	1313
12	WB	36.5	141	0	0	9583	0	2218
13	WB	31.5	34	0	0	3010	0	969
TOTAL	****	****	**14010**	**2686**	****	**609066**	****	**138035**
GRAND TOTAL	****	****	**26744**	**3832**	**240**	**1273933**	**99367**	**298185**

Table 5 Gross Vehicle Weight by Class and Lane

Vehicle Class	*EB Driving Lane*	*EB Passing Lane*	*WB Passing Lane*	*WB Driving Lane*	*Total*	*Percentage*
1	0	1	0	0	1	0
2	151312	8215	32154	153111	344792	17
3	127495	17033	26621	143940	315090	15.5
4	2967	218	329	2968	6482	0.3
5	19559	1249	2477	20448	43732	2.2
6	11054	532	773	11275	23634	1.2
7	280	22	58	572	932	0
8	10492	428	858	12501	24279	1.2
9	562811	14240	40859	539369	1157279	56.9
10	19151	1011	3015	27475	50651	2.5
11	4746	43	318	6596	11702	0.6
12	7259	0	981	8602	16843	0.8
13	18935	15819	402	2608	37764	1.9
TOTAL	**936062**	**58812**	**108845**	**929465**	**2033182**	**100**
GVW/LANE	**46.04**	**2.89**	**5.35**	**45.71**	**100**	**0**

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

Vehicle Class	*EB Driving Lane*	*EB Passing Lane*	*WB Passing Lane*	*WB Driving Lane*	*Total*	*Percentage*	*Flexible ESAL Factor*
1	0	0	0	0	0	0	0.5
2	24	2	4	21	50	0.17	0.0013
3	57	5	9	60	130	0.43	0.0052
4	53	5	3	48	108	0.36	0.95
5	292	43	44	330	709	2.36	0.51
6	203	12	10	200	426	1.42	1.06
7	5	1	1	12	19	0.06	1.9
8	136	4	6	151	297	0.99	0.85
9	13928	375	620	9484	24406	81.39	2.43
10	416	25	55	596	1092	3.64	3
11	113	0	5	151	269	0.9	2.57
12	158	0	14	151	323	1.08	2.55
13	490	1622	5	42	2158	7.2	4.66
TOTAL	**15873**	**2094**	**777**	**11244**	**29988**	**100**	**21**
ESALS/LANE	**52.9**	**7**	**2.6**	**37.5**	**100**	**–**	**–**

Table 7 Site Summary: Volume and Vehicle Class

Month	*Total Volume*	*Monthly ADT*	*Monthly HCADT*	*Passenger Vehicles*	*Passenger Vehicles %*	*Heavy Commercial Vehicles*	*Heavy Commercial Vehicles %*	*Heavy Commercial Vehicles in Driving Lane %*	*Heavy Commercial Vehicles in Passing Lane %*
Jan 2018	150101	4842	998	119156	79.4	30945.3	20.6	91.5	8.5
Feb 2018	140038	5001	998	112090	80	27948.4	20	91.7	8.3
Mar 2018	178661	5763	1052	146045	81.7	32616.1	18.3	91	9
Apr 2018	165715	5524	1050	134201	81	31514.1	19	91.5	8.5
May 2018	207718	6701	1087	174027	83.8	33690.6	16.2	91.7	8.3
Jun 2018	213966	7132	1169	178902	83.6	35064.1	16.4	93.5	6.5
Jul 2018	224589	7245	1193	187591	83.5	36998	16.5	99.8	0.2
Aug 2018	220967	7128	1271	181570	82.2	39396.8	17.8	50.3	49.7
Sep 2018	182915	6097	1161	148079	81	34835.9	19	45.5	54.5
Oct 2018	187358	6044	1146	151826	81	35532	19	49.1	50.9
Nov 2018	178317	5944	956	149623	83.9	28694.4	16.1	65.1	34.9
Dec 2018	167266	5396	909	139093	83.2	28172.8	16.8	91.7	8.3
TOTAL	**2217611**	**–**	**–**	**1822203**	**–**	**395409**	**–**	**–**	**–**
AVERAGE	**184801**	**6068**	**1082**	**151850**	**82**	**32951**	**18**	**79**	**21**

ESALs

Month	*ESALS EB Passing Lane*	*ESALS EB Driving Lane*	*ESALS WB Driving Lane*	*ESALS WB Passing Lane*	*Total ESALS*	*Driving Lane ESALS %*	*Passing Lane ESALS %*	*Pavement Life Decrease Months*
Jan 2018	19812	2473	1222	14703	38210	90	10	15.5
Feb 2018	18052	2347	1003	11230	32632	90	10	20.1
Mar 2018	18827	2876	1191	13157	36051	89	11	6.4
Apr 2018	16746	1881	1202	11196	31025	90	10	4.2
May 2018	16376	979	1737	4705	23796	89	11	2.1
Jun 2018	14800	727	1342	6525	23394	91	9	1.9
Jul 2018	16921	0	9	10572	27502	100	0	1.7
Aug 2018	251	26582	0	14273	41106	35	65	11
Sep 2018	0	211935	0	12648	224583	6	94	15.3
Oct 2018	64	63810	1	14608	78483	19	81	9.9
Nov 2018	2583	1168550	295	13398	1184826	1	99	14.7
Dec 2018	15873	578548	780	11257	606458	4	96	4.7
TOTAL	**140306**	**2060708**	**8783**	**138269**	**2348066**	**–**	**–**	**–**
AVERAGE	**11692**	**171726**	**732**	**11522**	**195672**	**59**	**41**	**9**

Gross Vehicle Weight

Month	*GVW EB Passing Lane*	*GVW EB Driving Lane*	*GVW WB Passing Lane*	*GVW WB Driving Lane*	*Total GVW Kips*
Jan 2018	1078220	101733	118530	938490	2236973
Feb 2018	979933	97771	97329	789455	1964488
Mar 2018	1143670	138193	134200	979557	2395620
Apr 2018	1063047	114734	126699	906030	2210510
May 2018	1202778	121874	163857	794674	2283183
Jun 2018	1116868	95255	124481	879493	2216097
Jul 2018	1338183	368	2272	1217015	2557839
Aug 2018	16791	1381273	24	1330177	2728265
Sep 2018	44	1368941	18	1126942	2495945
Oct 2018	5928	1219407	64	1155637	2381036
Nov 2018	213558	895490	45406	1067537	2221991
Dec 2018	936084	155229	108977	929969	2130259
TOTAL	**9095104**	**5690267**	**921860**	**12114976**	**27822207**
AVERAGE	**757925**	**474189**	**76822**	**1009581**	**2318517**

Overweight Vehicles

Month	*Total Number of Overweight Vehicles*	*Overweight / Total Volume*	*Overweight / Heavy Commercial Volume*	*Number Over 88,000 lbs*	*Number Over 98,000 lbs*
Jan 2018	8282	5.7	27.8	1737	532
Feb 2018	6759	5.2	26	1616	509
Mar 2018	7052	4.1	22.5	1108	426
Apr 2018	5347	3.4	17.5	724	285
May 2018	3103	1.6	9.4	424	177
Jun 2018	2700	1.4	8.6	357	132
Jul 2018	3120	1.5	8.8	367	132
Aug 2018	4961	2.4	13.2	830	388
Sep 2018	6349	3.6	17.7	1374	825
Oct 2018	6442	3.8	19.6	918	383
Nov 2018	7311	4.6	23.9	2103	1234
Dec 2018	6426	4.1	22.5	1191	706
TOTAL	**67852**	**–**	**–**	**12749**	**5729**
AVERAGE	**5654.3**	**3.4**	**18.1**	**1062.4**	**477.4**

Freight

Month	*EB Freight Tons*	*WB Freight Tons*	*Total Freight*	*EB Freight %*	*WB Freight %*
Jan 2018	211839	163825	375664	56.4	43.6
Feb 2018	191924	133687	325611	58.9	41.1
Mar 2018	212669	160954	373623	56.9	43.1
Apr 2018	192828	145227	338055	57	43
May 2018	196583	85794	282376	69.6	30.4
Jun 2018	177370	102298	279667	63.4	36.6
Jul 2018	193176	140629	333805	57.9	42.1
Aug 2018	207876	169241	377118	55.1	44.9
Sep 2018	207918	146232	354150	58.7	41.3
Oct 2018	195900	165435	361335	54.2	45.8
Nov 2018	148576	155750	304326	48.8	51.2
Dec 2018	160150	138035	298185	53.7	46.3
TOTAL	**2296810**	**1707105**	**4003915**	**–**	**–**
AVERAGE	**191400.8**	**142258.8**	**333659.6**	**57.6**	**42.4**