JANUARY 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 January 2018. Volume was computed using all monthly data.

System Calibration

WIM #27 was most recently calibrated on 2015-06-17. 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 lanes 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: 150101 | Passenger Vehicles: 119156 | Heavy Commercial Vehicles: 30945

Monthly Average Daily Traffic (MADT): 4842 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 998

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 5's.

Overweight HCVs

Volume trends. Of a total of 30945 HCVs, 8262 of them were overweight [3]. These overweight HCVs contributed to 5.7% of total monthly volume, and 27.8% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Thursdays, with lowest volumes reported on Sundays. 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 10 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 64.4% 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 January.
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 ,1360 EB vehicles exceeded 88,000 pounds (759 vehicles were Class 9's; 351 vehicles were Class 13's). Of vehicles traveling WB,

377 EB vehicles exceeded 88,000 pounds (198 vehicles were Class 9's; 123 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from January 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in January 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 375664 tons of freight was recorded to have crossed the WIM. More freight was shipped EB (56.4%) than WB (43.6%). 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 150101 vehicles with a combined GVW of 2236973 kips (1 kip = 1,000 pounds = 0.5 tons) in January 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 38210 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 58.3% of all ESALs were recorded EB while 41.7% was observed WB. In particular, 85% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 61% 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

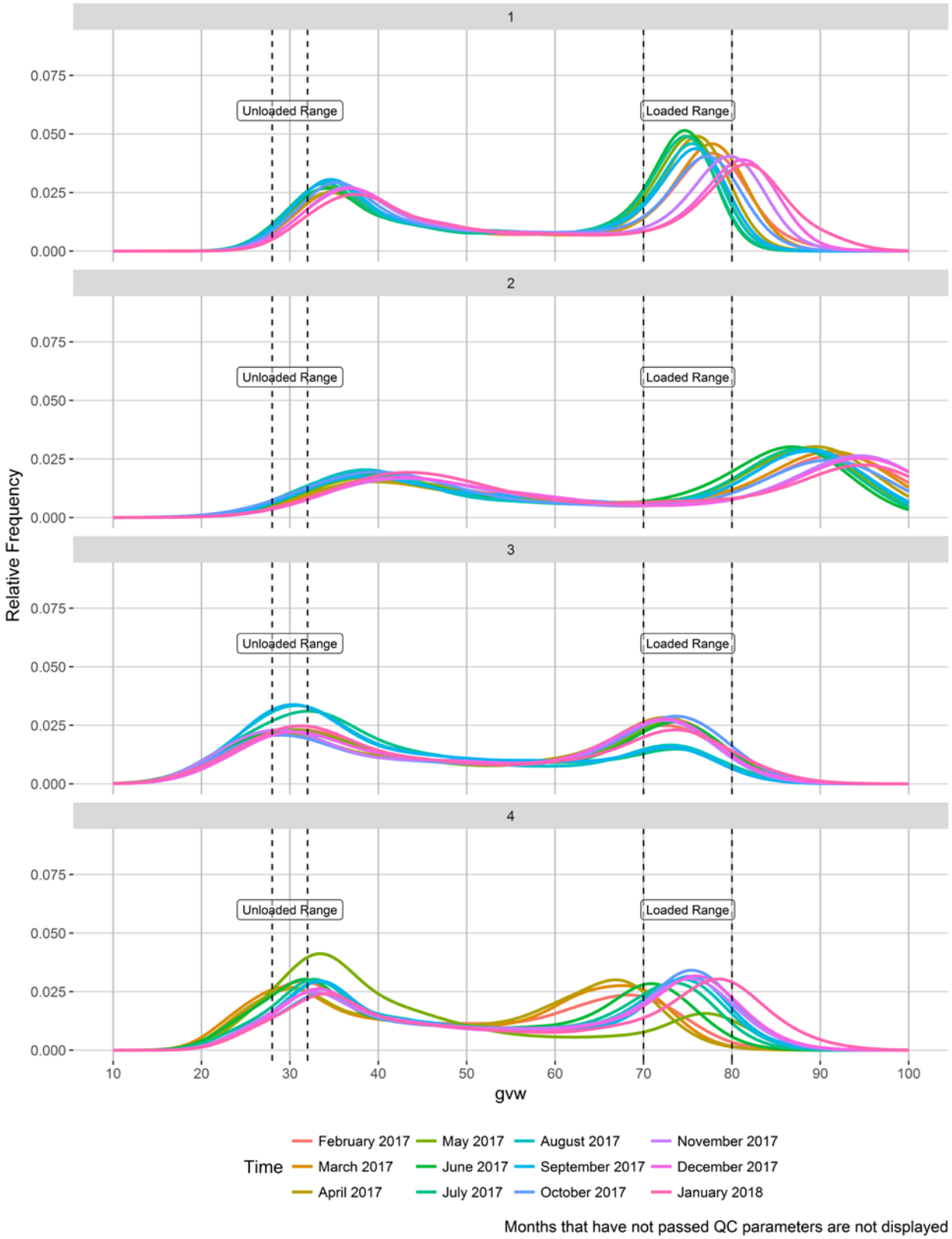
- [1] Front axle weights of Class 9s are monitored on a monthly basis to assure performance between calibrations. The current goal of the WIM scale calibration is to have each individual axle weight stay within a range of ?9% of baseline calibration values

- [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

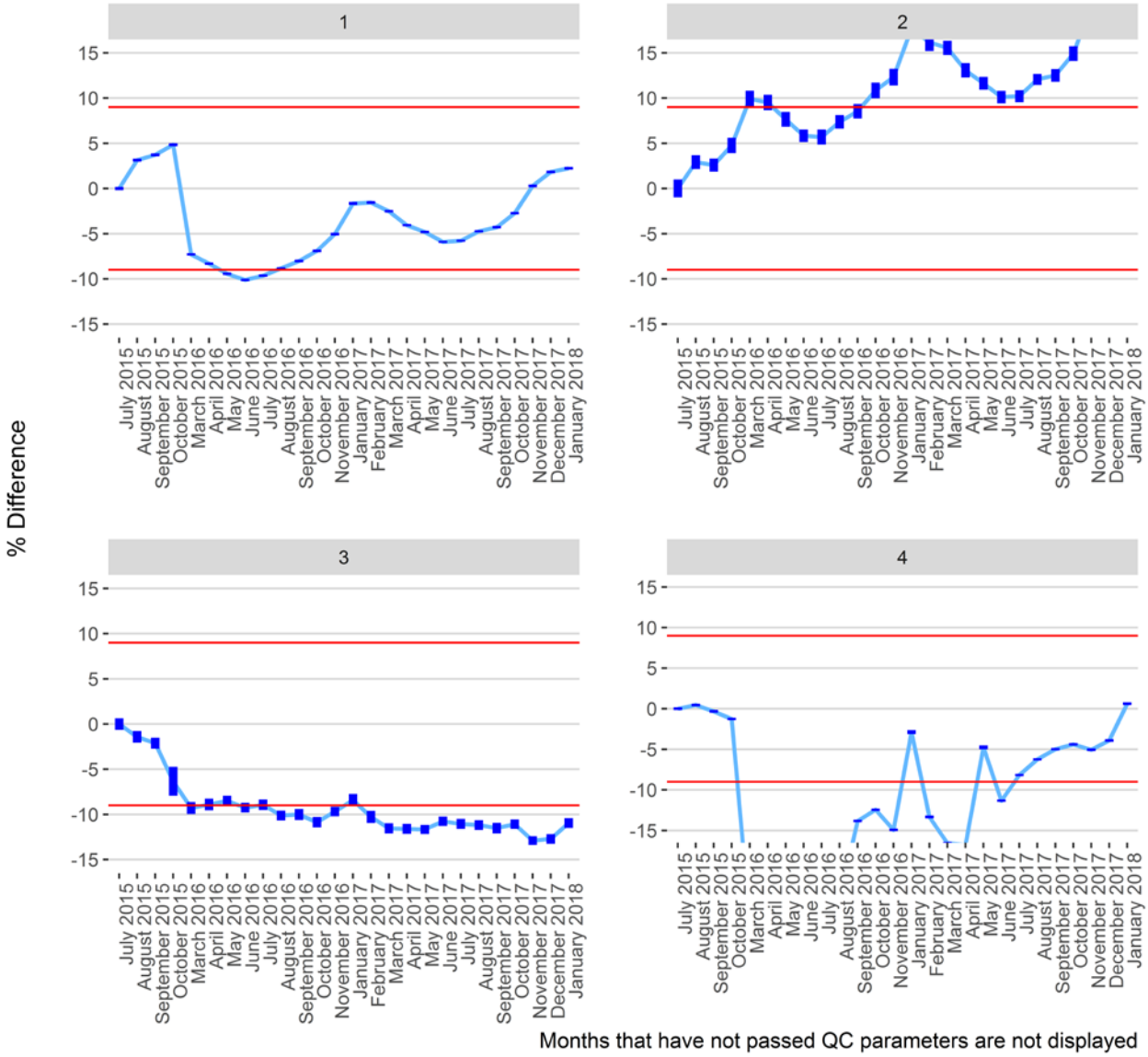
- [4] For example, Class 9s and 10s can legally have gross vehicle weights up to 80,000 lbs (with the exception of permitted loads) during normal load limits. To account for measurement error on the WIM scales, those exceeding 10% of the legal GVW maximum (or 1.1 times the legal GVW) should be screened (e.g., 80,000 lbs + 8,000 lbs = 88,000 lbs). Similarly during WLI vehicles weighing 96,800 lbs should be screened.

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

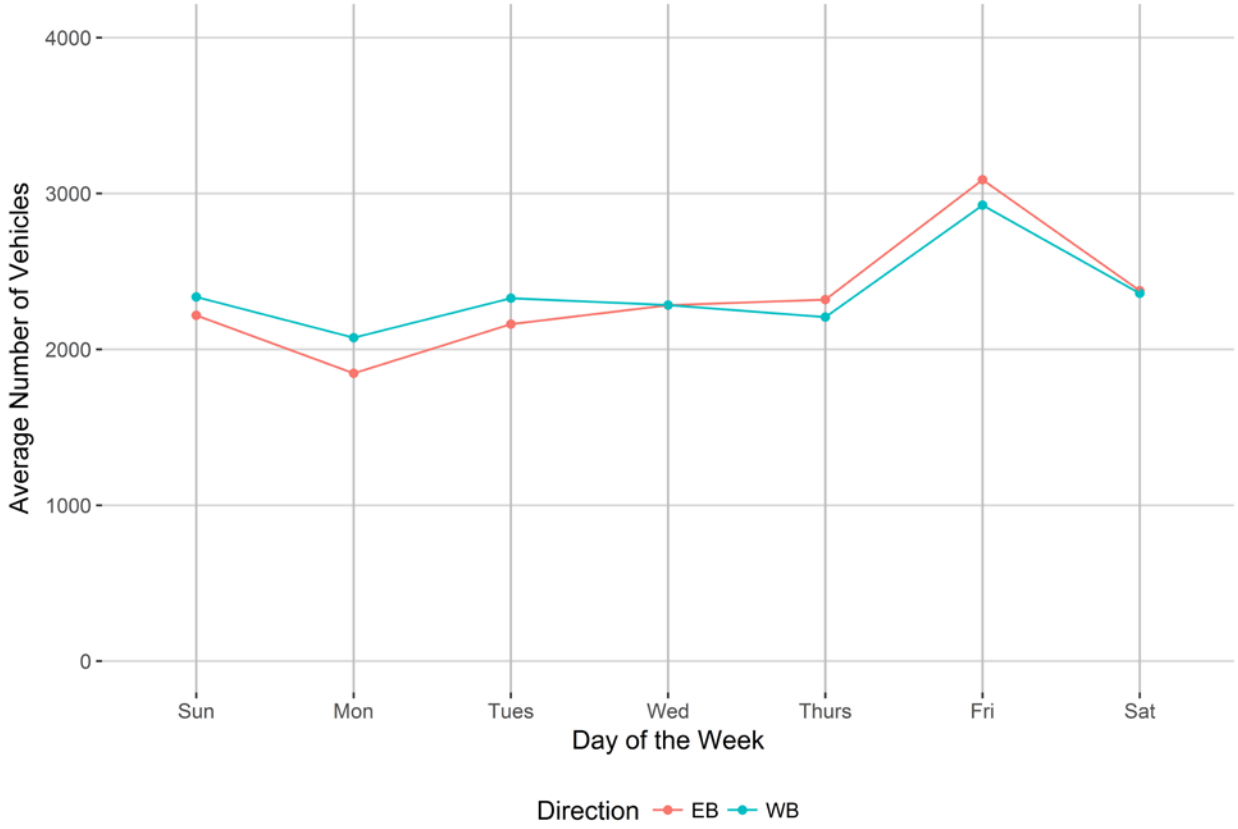


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

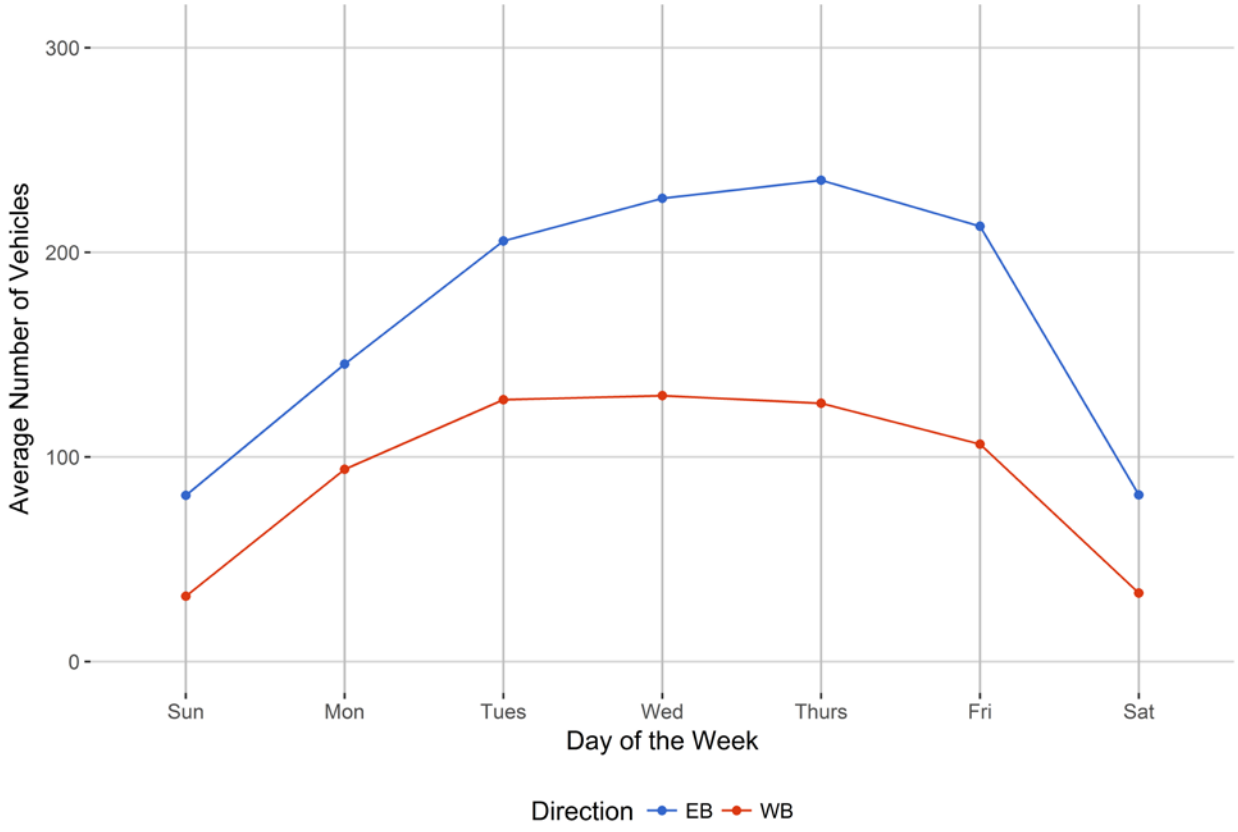


Figure 4 - Passenger Vehicles vs. Hour of the Day

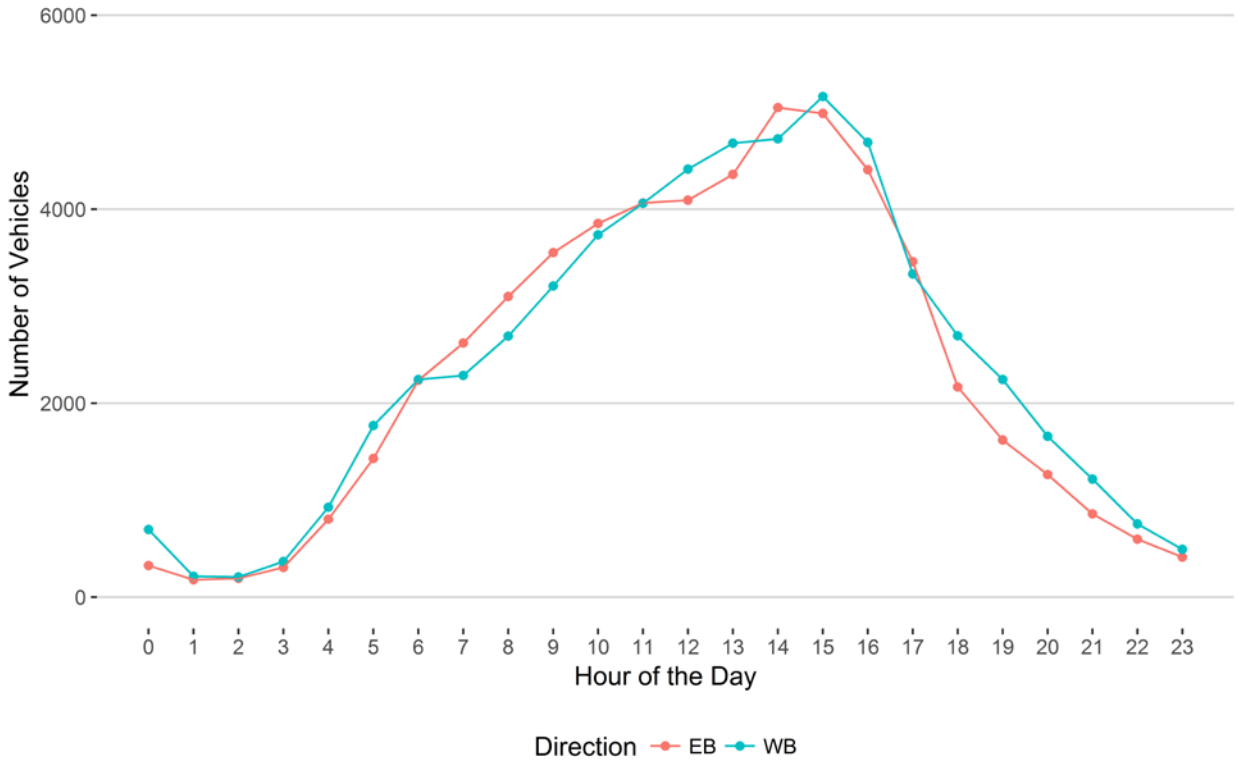


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

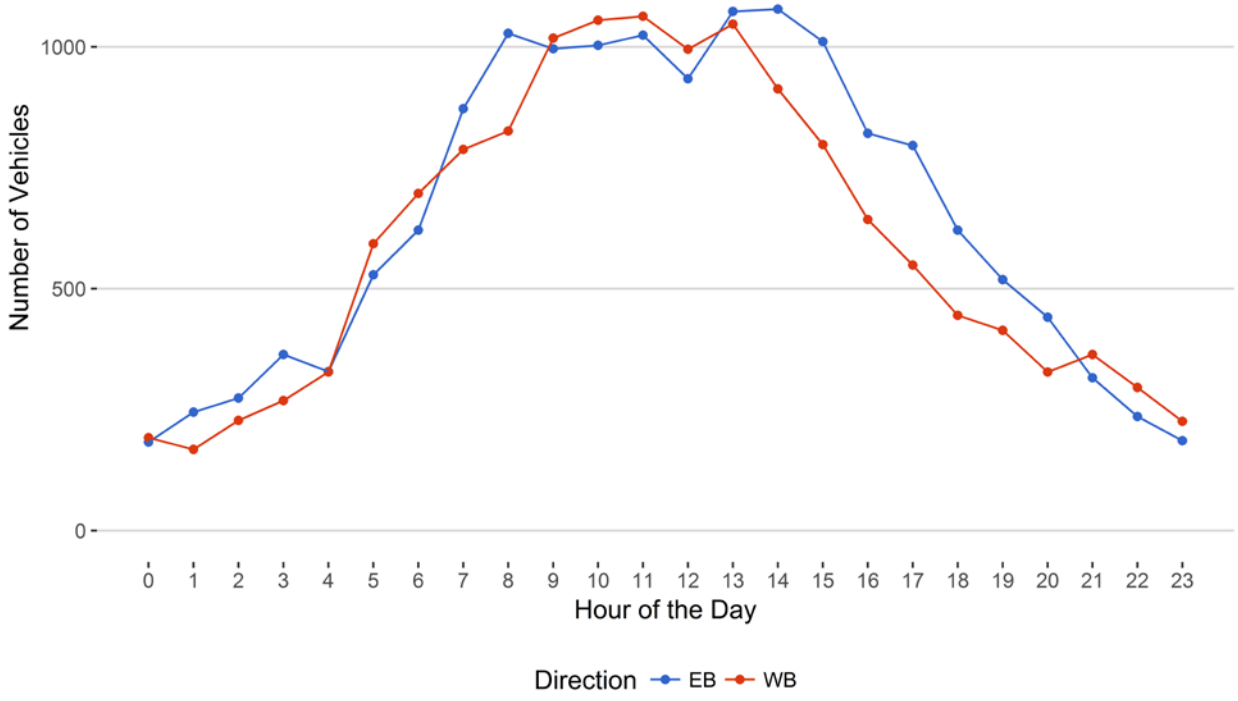


Figure 6 - Overweight Vehicles by Class
vs. Hour of the Day

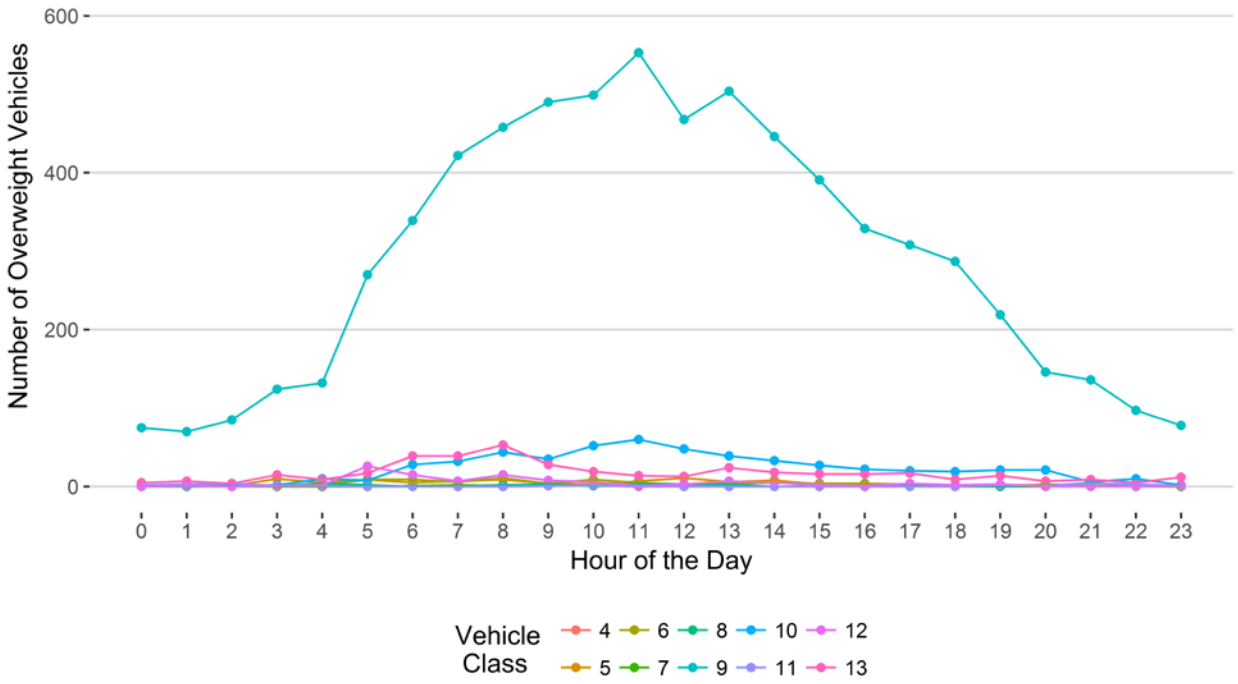


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

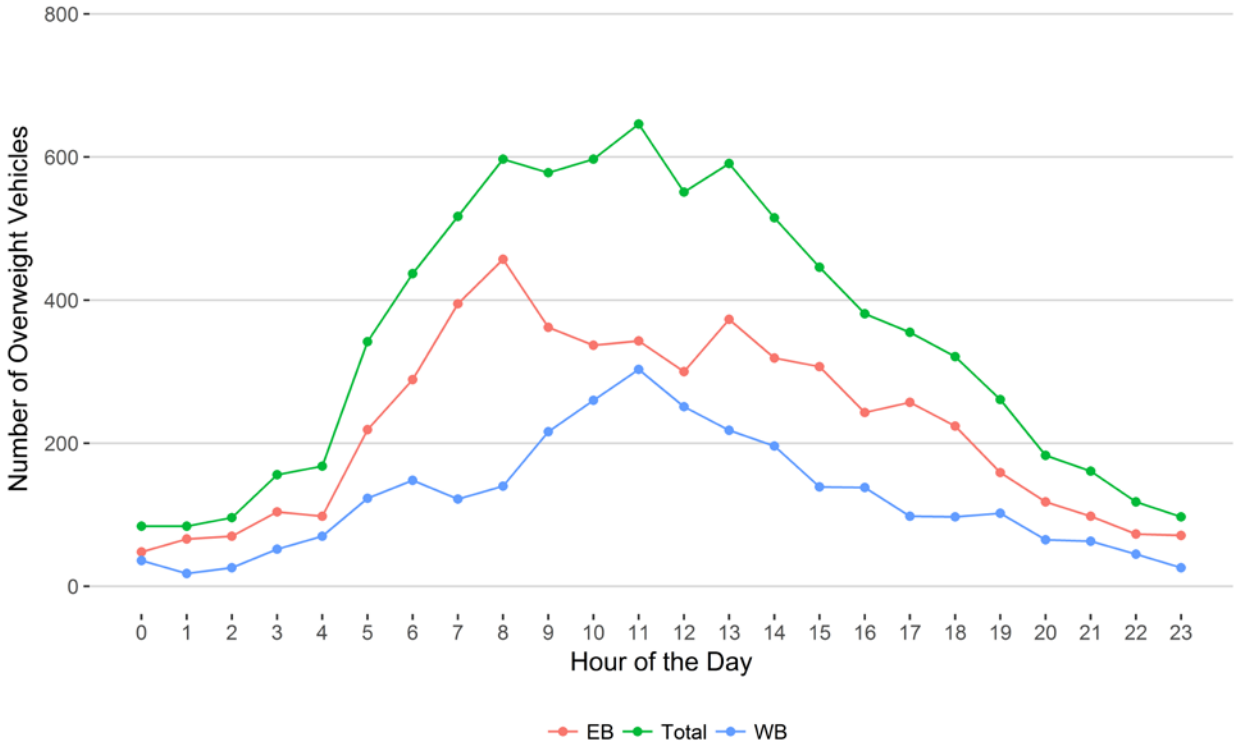
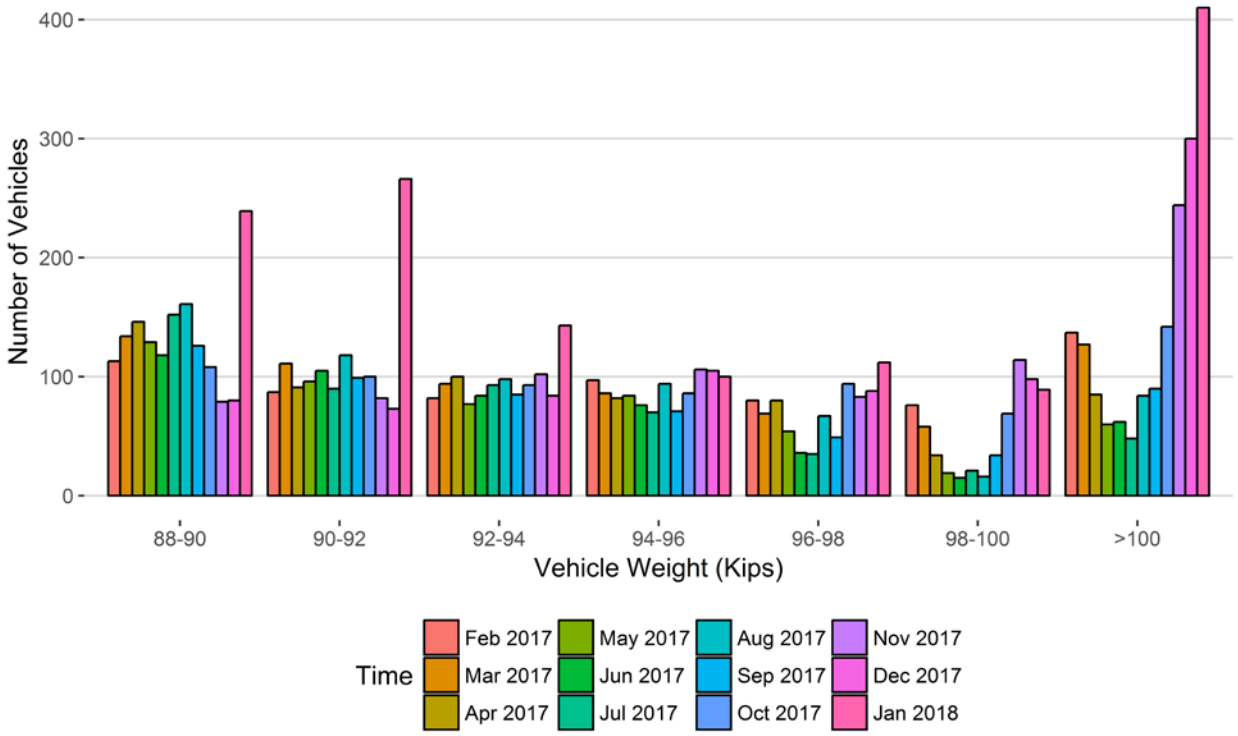
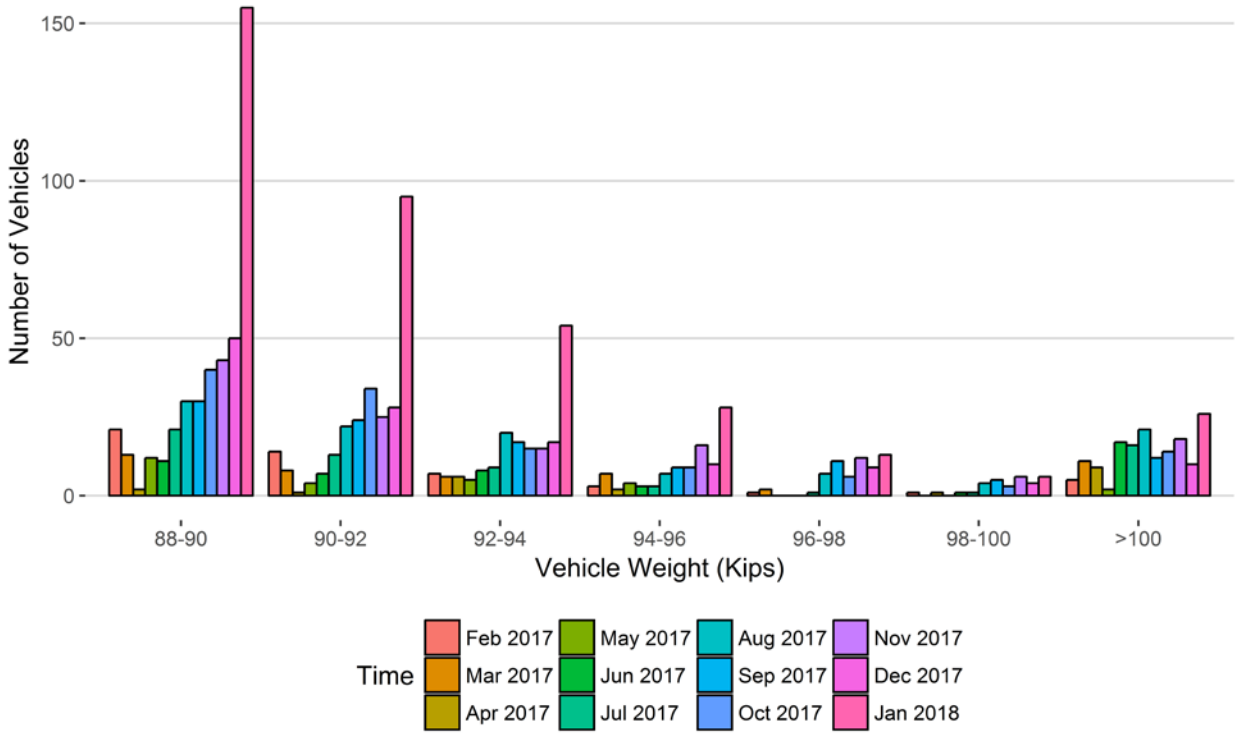


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	*Feb 2017*	*Mar 2017*	*Apr 2017*	*May 2017*	*Jun 2017*	*Jul 2017*	*Aug 2017*	*Sep 2017*	*Oct 2017*	*Nov 2017*	*Dec 2017*	*Jan 2018*
88-90	113	134	146	129	118	152	161	126	108	79	80	239
90-92	87	111	91	96	105	90	118	99	100	82	73	266
92-94	82	94	100	77	84	93	98	85	93	102	84	143
94-96	97	86	82	84	76	70	94	71	86	106	105	100
96-98	80	69	80	54	36	35	67	49	94	83	88	112
98-100	76	58	34	19	15	21	16	34	69	114	98	89
>100	137	127	85	60	62	48	84	90	142	244	300	410
Total	672	679	618	519	496	509	638	554	692	810	828	1359

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



Vehicle Weights (Kips)	*Feb 2017*	*Mar 2017*	*Apr 2017*	*May 2017*	*Jun 2017*	*Jul 2017*	*Aug 2017*	*Sep 2017*	*Oct 2017*	*Nov 2017*	*Dec 2017*	*Jan 2018*
88-90	21	13	2	12	11	21	30	30	40	43	50	155
90-92	14	8	1	4	7	13	22	24	34	25	28	95
92-94	7	6	6	5	8	9	20	17	15	15	17	54
94-96	3	7	2	4	3	3	7	9	9	16	10	28
96-98	1	2	0	0	0	1	7	11	6	12	9	13
98-100	1	0	1	0	1	1	4	5	3	6	4	6
>100	5	11	9	2	17	16	21	12	14	18	10	26
Total	52	47	21	27	47	64	111	108	121	135	128	377

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

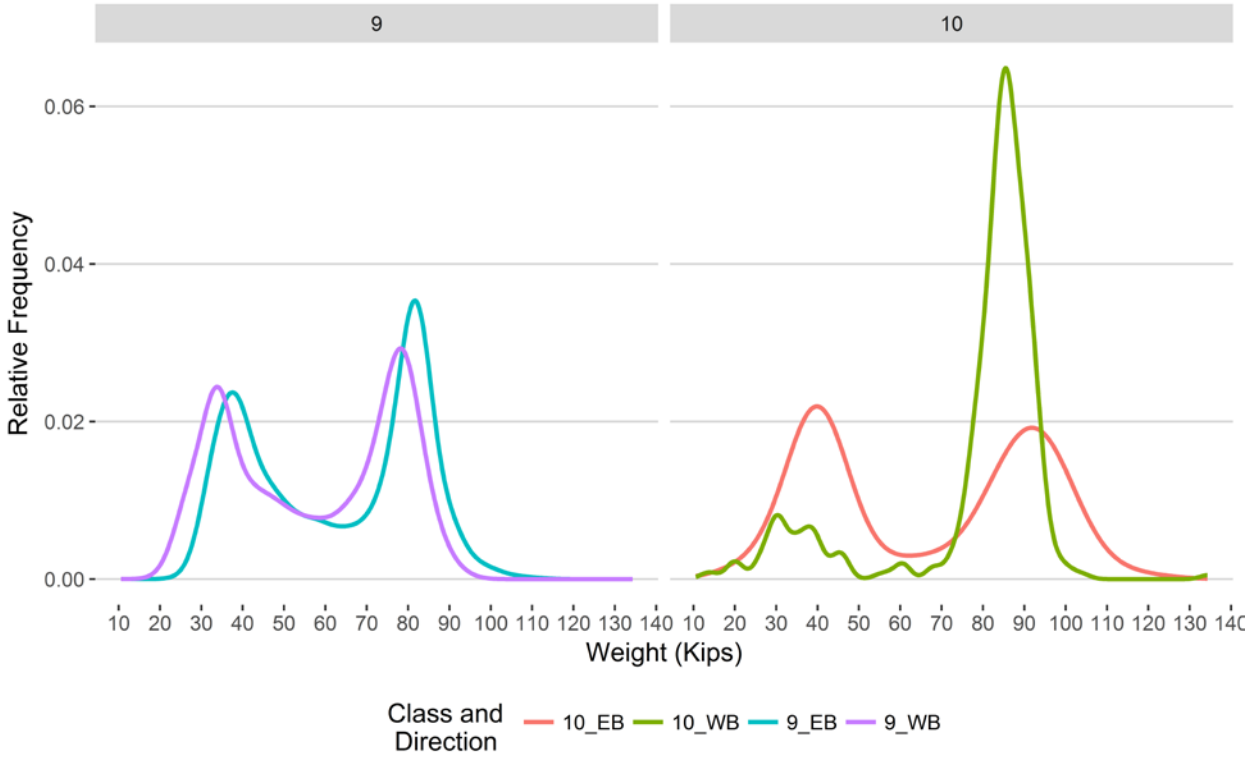


Figure 9 - Freight Percentage by Direction and Class

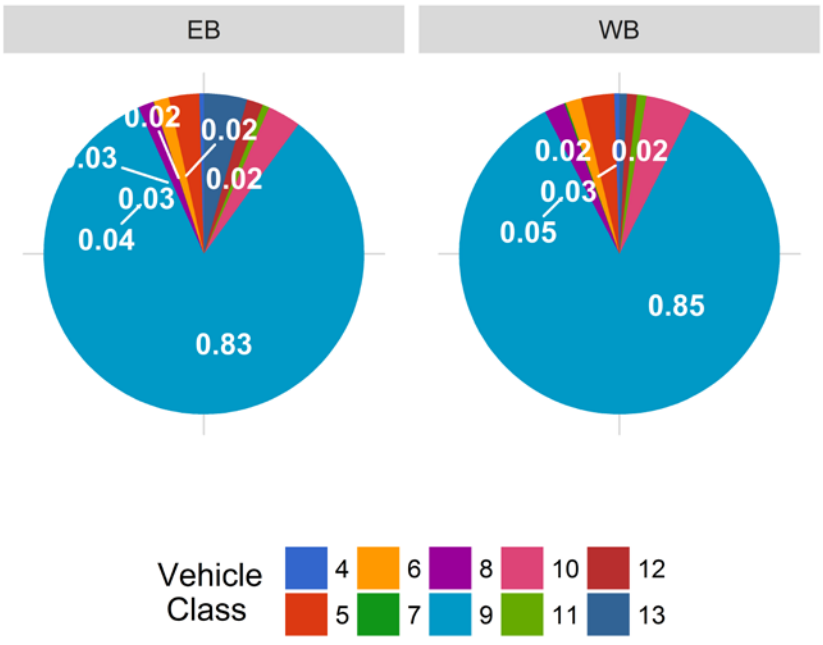


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

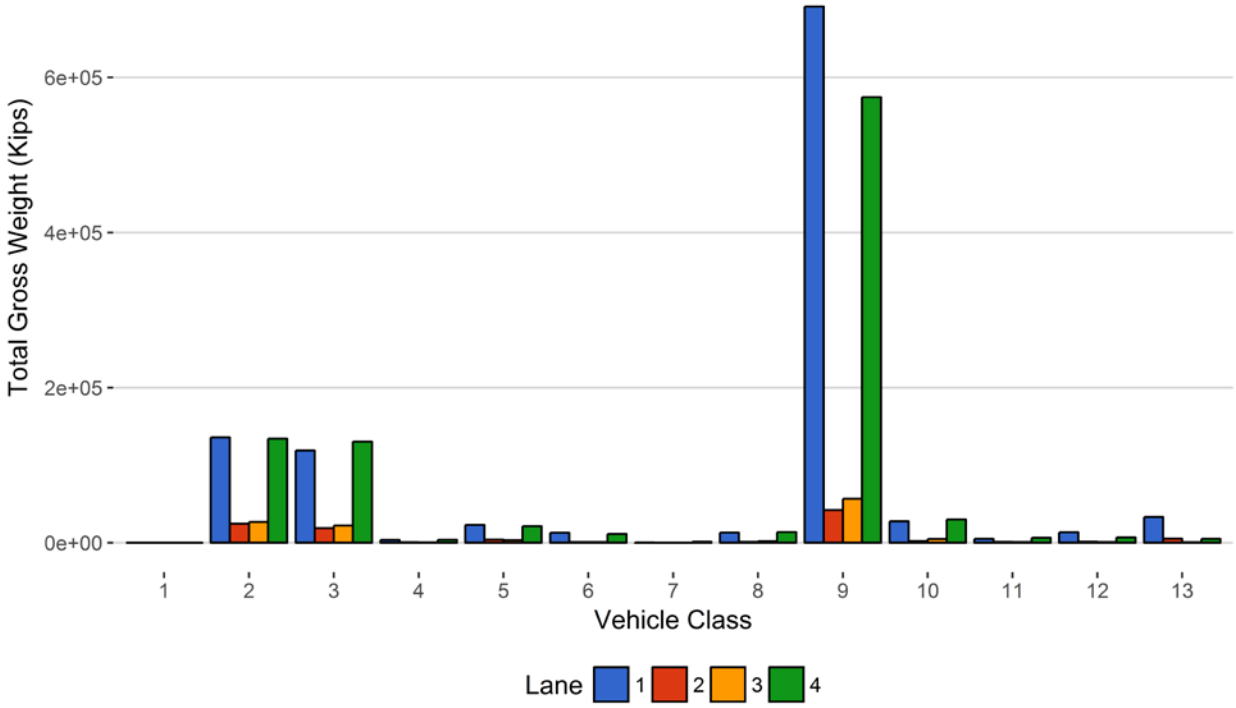


Figure 11 - Total Gross Vehicle Weight I

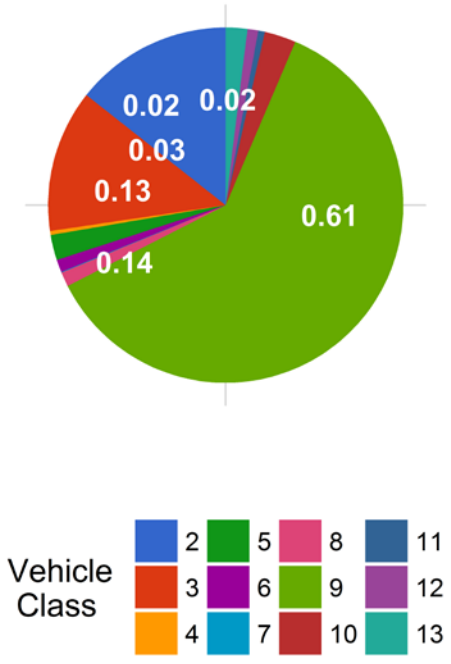


Figure 12 - Total ESALs by Class and Lane

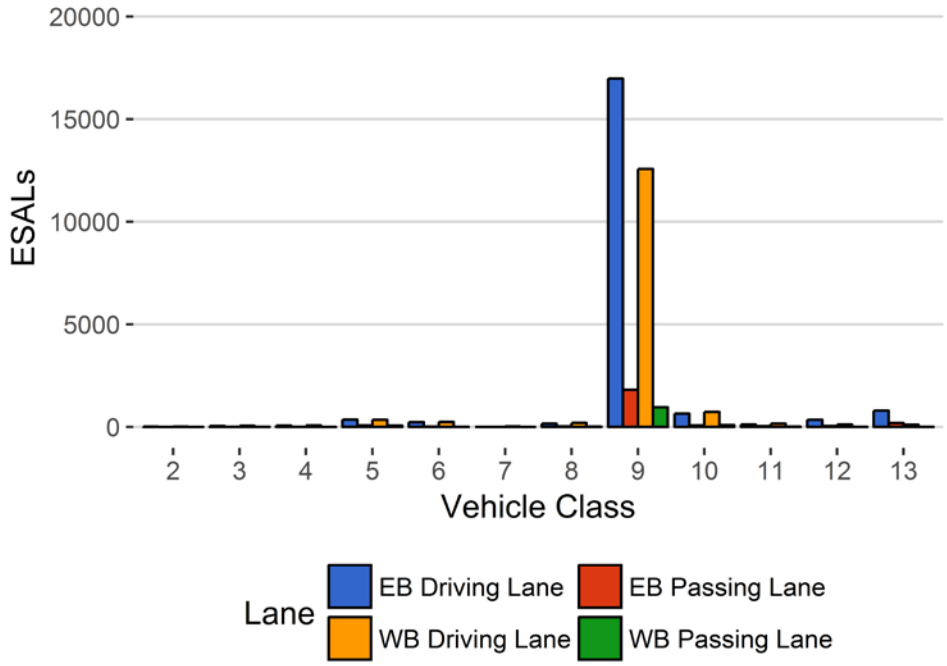


Figure 13 - ESALs by Class

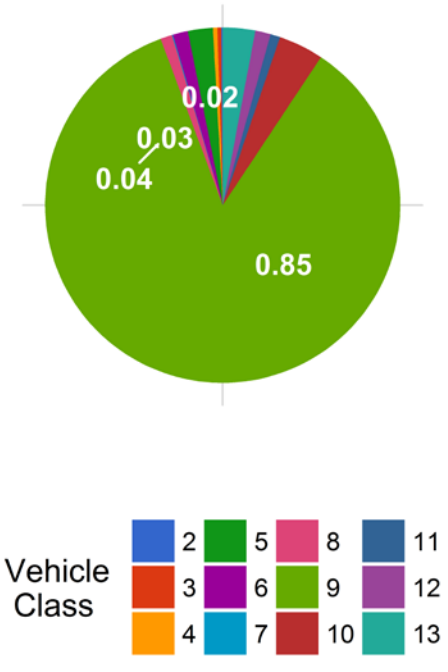


Table 1 Class 9 Front Axle Weight by Lane

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	11.34	0.00	12.02	0.00	11.77	0.00
August 2015	11.58	3.14	11.67	2.91	11.85	-1.42	11.83	0.45
September 2015	11.64	3.73	11.63	2.59	11.77	-2.12	11.74	-0.31
October 2015	11.77	4.84	11.88	4.77	11.26	-6.34	11.63	-1.26
March 2016	10.41	-7.28	12.46	9.93	10.90	-9.29	8.69	-26.23
April 2016	10.29	-8.32	12.41	9.51	10.95	-8.90	8.97	-23.79
May 2016	10.17	-9.43	12.20	7.65	11.00	-8.51	8.92	-24.24
June 2016	10.09	-10.11	12.00	5.83	10.91	-9.26	8.54	-27.43
July 2016	10.14	-9.64	11.98	5.69	10.95	-8.93	8.69	-26.23
August 2016	10.23	-8.84	12.17	7.38	10.81	-10.12	9.00	-23.54
September 2016	10.33	-8.02	12.30	8.54	10.82	-10.01	10.15	-13.83
October 2016	10.45	-6.90	12.56	10.85	10.72	-10.86	10.31	-12.44
November 2016	10.66	-5.04	12.73	12.33	10.86	-9.69	10.02	-14.93
January 2017	11.04	-1.66	13.34	17.68	11.01	-8.41	11.44	-2.87
February 2017	11.05	-1.55	13.17	16.16	10.79	-10.28	10.20	-13.33
March 2017	10.94	-2.52	13.10	15.55	10.63	-11.54	9.82	-16.56
April 2017	10.77	-4.06	12.82	13.08	10.63	-11.60	9.80	-16.77
May 2017	10.69	-4.81	12.65	11.63	10.62	-11.66	11.21	-4.76
June 2017	10.56	-5.91	12.48	10.11	10.73	-10.76	10.44	-11.33
July 2017	10.58	-5.78	12.49	10.22	10.69	-11.05	10.81	-8.17
August 2017	10.69	-4.74	12.70	12.07	10.68	-11.18	11.04	-6.24
September 2017	10.75	-4.28	12.75	12.51	10.64	-11.51	11.19	-4.99
October 2017	10.92	-2.73	13.03	14.92	10.69	-11.08	11.26	-4.39
November 2017	11.26	0.29	13.63	20.20	10.47	-12.89	11.18	-5.06
December 2017	11.43	1.83	13.73	21.08	10.49	-12.71	11.31	-3.91
January	11.48	2.24	13.94	23.01	10.70	-10.96	11.85	0.62

2018	

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	0	0	0	0
2	2416	74896	49.9	0	0
3	1428	44260	29.5	0	0
4	9	273	0.2	21	0.3
5	109	3375	2.2	96	1.2
6	28	883	0.6	85	1
7	1	26	0	12	0.1
8	28	880	0.6	34	0.4
9	761	23597	15.7	6926	83.8
10	30	924	0.6	544	6.6
11	7	231	0.2	25	0.3
12	10	309	0.2	110	1.3
13	14	447	0.3	409	5
TOTAL	**4842**	**150101**	**100**	**8262**	**100**

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

Date	*Day of Week*	*Time*	*Vehicle Class*	*Direction*	*Lane*	*GVW (lbs)*
2018-01-24	Wednesday	14:22:15	10	WB	4	134.31
2018-01-23	Tuesday	09:41:51	10	EB	2	129.04
2018-01-20	Saturday	09:01:25	10	EB	2	121.55
2018-01-23	Tuesday	06:06:40	10	EB	2	118.97
2018-01-03	Wednesday	20:17:05	10	EB	2	117.34
2018-01-28	Sunday	14:49:08	10	EB	2	117.05
2018-01-05	Friday	16:17:29	9	EB	2	113.86
2018-01-29	Monday	07:38:55	9	EB	2	113.43
2018-01-29	Monday	07:46:16	9	EB	2	112.57
2018-01-17	Wednesday	07:35:00	9	EB	2	112.38

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	135	17	12.6	3863	227	1047
5	EB	8	1716	69	4	26416	504	6620
6	EB	19	459	26	5.7	13209	476	2491
7	EB	11.5	5	0	0	252	0	97
8	EB	31	403	97	24.1	11758	2295	1136
9	EB	33	11672	641	5.5	713654	19915	174815
10	EB	33.5	444	18	4.1	29139	464	7434
11	EB	36.5	105	1	1	6029	35	1117
12	EB	36.5	188	0	0	14443	0	3790
13	EB	31.5	373	1	0.3	38301	30	13292
TOTAL	****	****	**15500**	**870**	****	**857064**	****	**211839**
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	127	17	13.4	3738	224	1044
5	WB	8	1528	68	4.5	24053	502	6187
6	WB	19	390	72	18.5	10715	1270	2337
7	WB	11.5	20	0	0	1214	0	492
8	WB	31	443	114	25.7	12517	2844	1159
9	WB	33	11008	1707	15.5	581956	49320	137511
10	WB	33.5	444	31	7	33822	837	9993
11	WB	36.5	117	0	0	7179	0	1454
12	WB	36.5	109	0	0	7487	0	1754
13	WB	31.5	57	0	0	5582	0	1893
TOTAL	****	****	**14243**	**2009**	****	**688264**	****	**163825**
GRAND TOTAL	****	****	**29743**	**2879**	**142**	**1545328**	**78941**	**375664**

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*
2	135777	24438	26628	134058	320901	14.4
3	118829	18607	22112	130355	289904	13
4	3488	602	279	3683	8052	0.4
5	22866	4054	3202	21353	51476	2.3
6	12889	796	679	11306	25670	1.1
7	252	0	56	1158	1466	0.1
8	13111	941	1752	13608	29412	1.3
9	691480	42089	56666	574610	1364844	61.1
10	27607	1996	4819	29840	64262	2.9
11	5072	992	838	6341	13243	0.6
12	13350	1092	692	6795	21929	1
13	33153	5178	561	5021	43913	2
TOTAL	**1077875**	**100786**	**118285**	**938128**	**2235074**	**100**
GVW/LANE	**48.23**	**4.51**	**5.29**	**41.97**	**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*
2	19	6	3	21	49	0.13	0.0014
3	50	12	8	62	132	0.35	0.0063
4	66	12	4	75	157	0.41	1.2
5	360	78	72	351	861	2.26	0.53
6	236	22	15	247	521	1.37	1.23
7	5	0	1	30	35	0.09	2.43
8	165	33	17	195	411	1.08	0.97
9	16976	1813	963	12572	32324	84.97	2.85
10	649	76	95	736	1557	4.09	3.48
11	122	40	17	159	338	0.89	2.95
12	352	48	9	127	536	1.41	3.51
13	803	190	12	116	1121	2.95	5.1
TOTAL	**19802**	**2331**	**1216**	**14691**	**38040**	**100**	**24**
ESALS/LANE	**52.1**	**6.1**	**3.2**	**38.6**	**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 %*
Feb 2017	143554	5127	945	117104	81.6	26450.1	18.4	92.8	7.2
Mar 2017	176306	5687	1106	142009	80.5	34297.2	19.5	92.9	7.1
Apr 2017	185976	6199	1050	154489	83.1	31487.5	16.9	92.1	7.9
May 2017	206168	6651	913	177864	86.3	28304.2	13.7	89.9	10.1
Jun 2017	217516	7250	1243	180239	82.9	37276.6	17.1	91.8	8.2
Jul 2017	230124	7423	1161	194135	84.4	35988.7	15.6	92.3	7.7
Aug 2017	241768	7799	1271	202353	83.7	39415	16.3	91.4	8.6
Sep 2017	204930	6831	1176	169636	82.8	35294.3	17.2	92.3	7.7
Oct 2017	202263	6525	1219	164489	81.3	37774.5	18.7	91.1	8.9
Nov 2017	185838	6195	1101	152807	82.2	33031.5	17.8	91.4	8.6
Dec 2017	177308	5720	956	147682	83.3	29625.9	16.7	91.7	8.3
Jan 2018	150101	4842	998	119156	79.4	30945.3	20.6	91.5	8.5
TOTAL	**2321852**	**--**	**--**	**1921963**	**--**	**399891**	**--**	**--**	**--**
AVERAGE	**193488**	**6354**	**1095**	**160164**	**83**	**33324**	**17**	**92**	**8**

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*
Feb 2017	14827	1677	749	6145	23398	90	10	4.2
Mar 2017	17942	2033	1039	8696	29709	90	10	2.6
Apr 2017	15966	1867	950	6934	25717	89	11	2
May 2017	15934	1804	1013	3773	22525	87	13	1.3
Jun 2017	15010	1768	1383	10942	29104	89	11	0.7
Jul 2017	14669	1830	848	12554	29901	91	9	0.5
Aug 2017	15617	2371	944	14616	33548	90	10	0.9
Sep 2017	14566	1734	786	13856	30942	92	8	1
Oct 2017	16018	2029	1382	14486	33915	90	10	1.8
Nov 2017	17031	2164	1100	12578	32873	90	10	4.1
Dec 2017	16997	2090	1002	12066	32154	90	10	5.4
Jan 2018	19812	2473	1222	14703	38210	90	10	15.5
TOTAL	**194389**	**23838**	**12419**	**131348**	**361994**	**--**	**--**	**--**
AVERAGE	**16199**	**1986**	**1035**	**10946**	**30166**	**90**	**10**	**3**

Gross Vehicle Weight

Month	*GVW EB Passing Lane*	*GVW EB Driving Lane*	*GVW WB Passing Lane*	*GVW WB Driving Lane*	*Total GVW Kips*
Feb 2017	1078220	101733	118530	938490	2236973
Mar 2017	939175	88302	90701	691534	1809712
Apr 2017	1151180	113013	119700	944222	2328116
May 2017	1128186	125217	125409	839245	2218058
Jun 2017	1191812	137732	145538	626646	2101729
Jul 2017	1171599	142151	163762	1069962	2547475
Aug 2017	1201258	156331	160033	1169717	2687339
Sep 2017	1261836	183803	169415	1233730	2848784
Oct 2017	1142132	137670	139643	1114926	2534370
Nov 2017	1134750	132557	157514	1084975	2509797
Dec 2017	1103714	127455	138168	976942	2346279
Jan 2018	1080273	116954	121419	937730	2256376
TOTAL	**13584137**	**1562919**	**1649832**	**11628120**	**28425008**
AVERAGE	**1132011**	**130243**	**137486**	**969010**	**2368751**

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*
Feb 2017	3317	2.4	13	724	219
Mar 2017	4057	2.4	12.1	728	196
Apr 2017	2888	1.6	9.5	641	129
May 2017	2648	1.4	10	546	81
Jun 2017	2602	1.3	7.4	549	95
Jul 2017	2977	1.3	8.4	579	87
Aug 2017	4016	1.7	10.5	756	127
Sep 2017	3822	1.9	11.1	670	143
Oct 2017	5170	2.8	15.1	814	228
Nov 2017	6117	3.5	19.7	949	384
Dec 2017	6391	3.7	22.2	957	412
Jan 2018	8282	5.7	27.8	1737	532
TOTAL	**52287**	**--**	**--**	**9650**	**2633**
AVERAGE	**4357.2**	**2.5**	**13.9**	**804.2**	**219.4**

Freight

Month	*EB Freight Tons*	*WB Freight Tons*	*Total Freight*	*EB Freight %*	*WB Freight %*
Feb 2017	171783	91343	263126	65.3	34.7
Mar 2017	211493	133788	345281	61.3	38.7
Apr 2017	199679	109693	309372	64.5	35.5
May 2017	203966	55463	259429	78.6	21.4
Jun 2017	196773	150979	347753	56.6	43.4
Jul 2017	192246	159063	351308	54.7	45.3
Aug 2017	206671	176440	383111	53.9	46.1
Sep 2017	186208	163597	349805	53.2	46.8
Oct 2017	198006	179656	377662	52.4	47.6
Nov 2017	197631	156250	353880	55.8	44.2
Dec 2017	190642	145269	335911	56.8	43.2
Jan 2018	211839	163825	375664	56.4	43.6
TOTAL	**2366937**	**1685366**	**4052302**	**--**	**--**
AVERAGE	**197244.7**	**140447.1**	**337691.9**	**59.1**	**40.9**