

JANUARY 2019



05/18/2010



06/28/2010

**WIM #26  
I-35, MP 30.1  
OWATONNA, MN**

**MONTHLY  
REPORT**

*Your Destination...Our Priority*



## WIM Site Location

WIM #26 is located on I-35 near Owatonna in Steele county.

## System Operation

WIM #26 was operational for the entire month of January 2019. Volume was computed using all monthly data.

## System Calibration

WIM #26 was most recently calibrated on 2018-11-09. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. 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: 487834 | Passenger Vehicles: 363372 | Heavy Commercial Vehicles: 124462

Monthly Average Daily Traffic (MADT): 15737 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 4015

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

### Heavy Commercial Vehicles (HCVs)

**Volume trends.** On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 02 PM and 04 PM, while volume going SB 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 124462 HCVs, 24965 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 5.4% of total monthly volume, and 21.3% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Thursdays, with lowest volumes reported on Saturdays. SB 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 6 vehicles. Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 79.7% 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 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 <sup>4</sup>.

Using normal load limits, 4142 NB vehicles exceeded 88,000 pounds (3702 vehicles were Class 9's; 254 vehicles were Class 10's). Of vehicles traveling SB,

215 NB vehicles exceeded 88,000 pounds (86 vehicles were Class 13's; 85 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from January 2019.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in January 2019. 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 1436507 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (60.9%) than SB (39.1%). See Table 4 and Figure 11 for more freight information.

### Infrastructure Considerations

**Bridge.** Bridge No. 91086 (a box culvert) is approximately 0.5 miles north of WIM #26, and Bridge No. 91095 (also a box culvert) is 6.9 miles south of WIM #26. WIM #26 recorded a total of 487834 vehicles with a combined GVW of 8109880 kips (1 kip = 1,000 pounds = 0.5 tons) in January 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 140165 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 65.8% of all ESALs were recorded NB while 34.2% was observed SB. In particular, 83% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 66% 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).

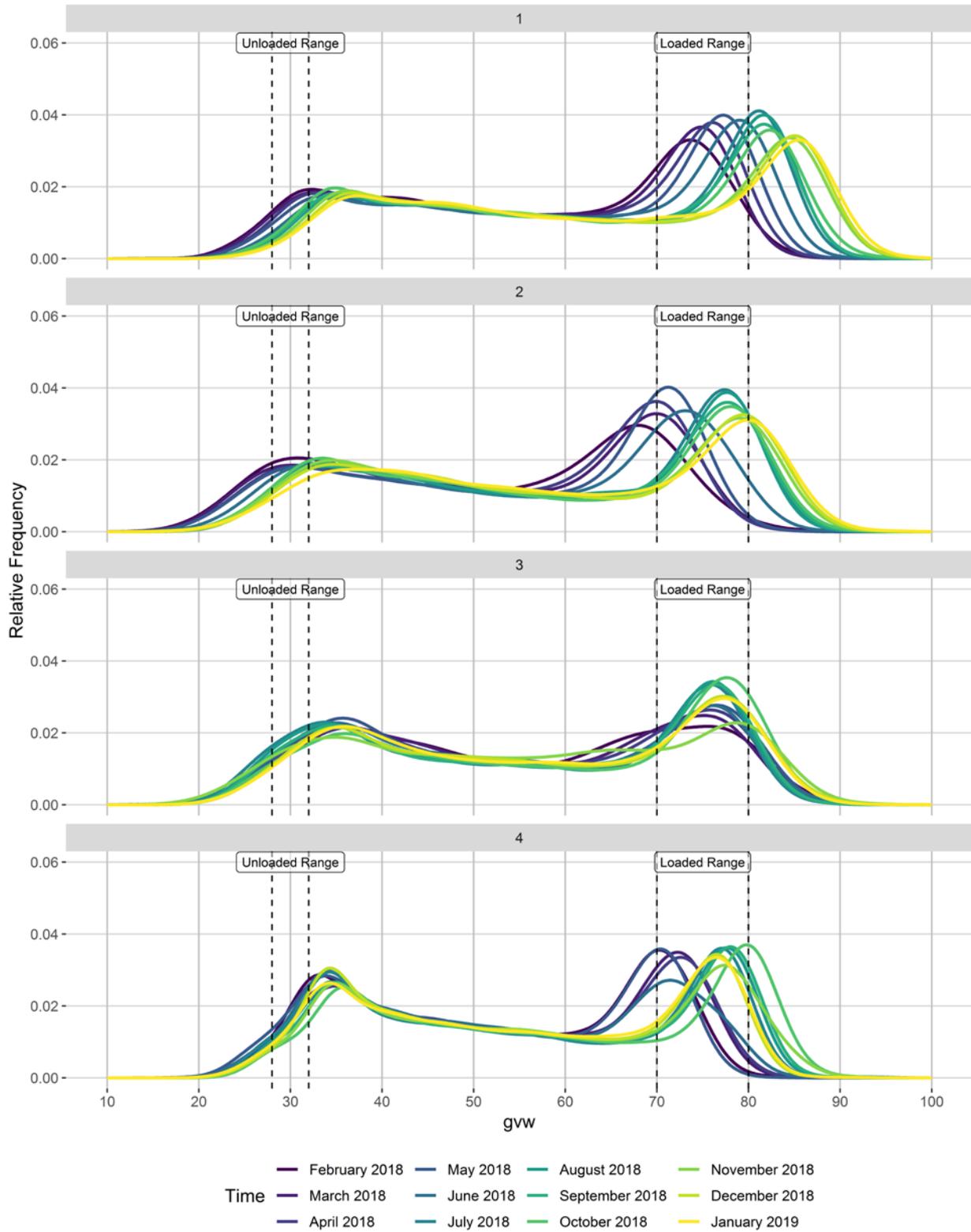
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

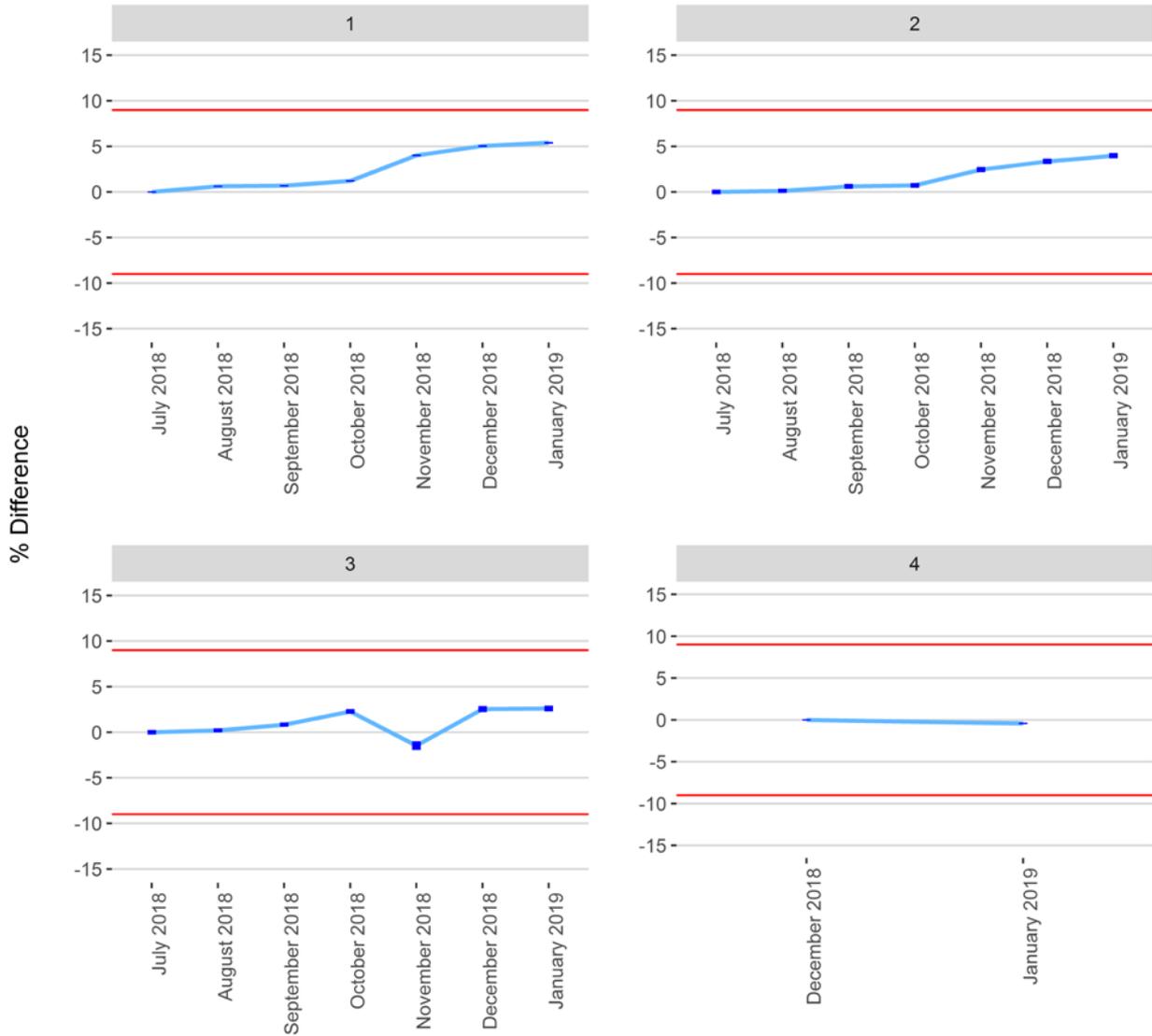
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Figure 1 - Monthly Class 9 GVW Histogram



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

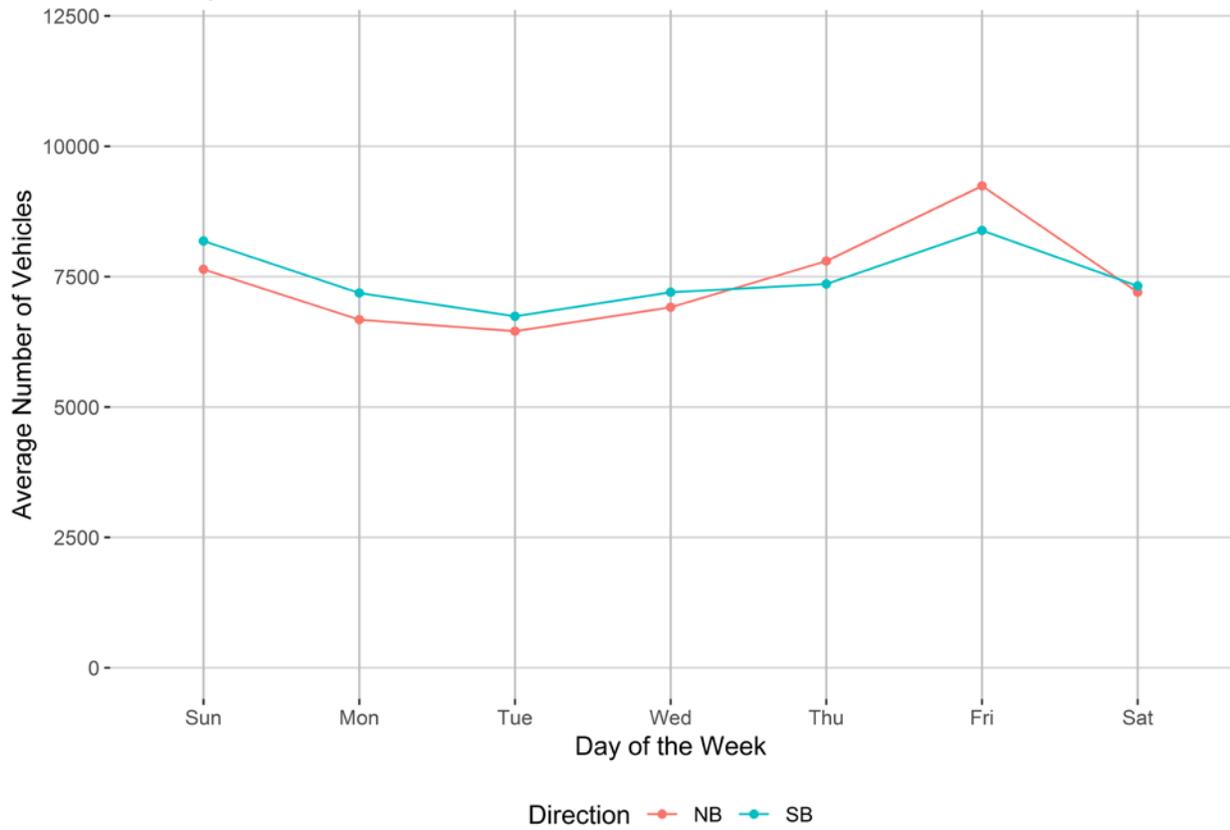


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

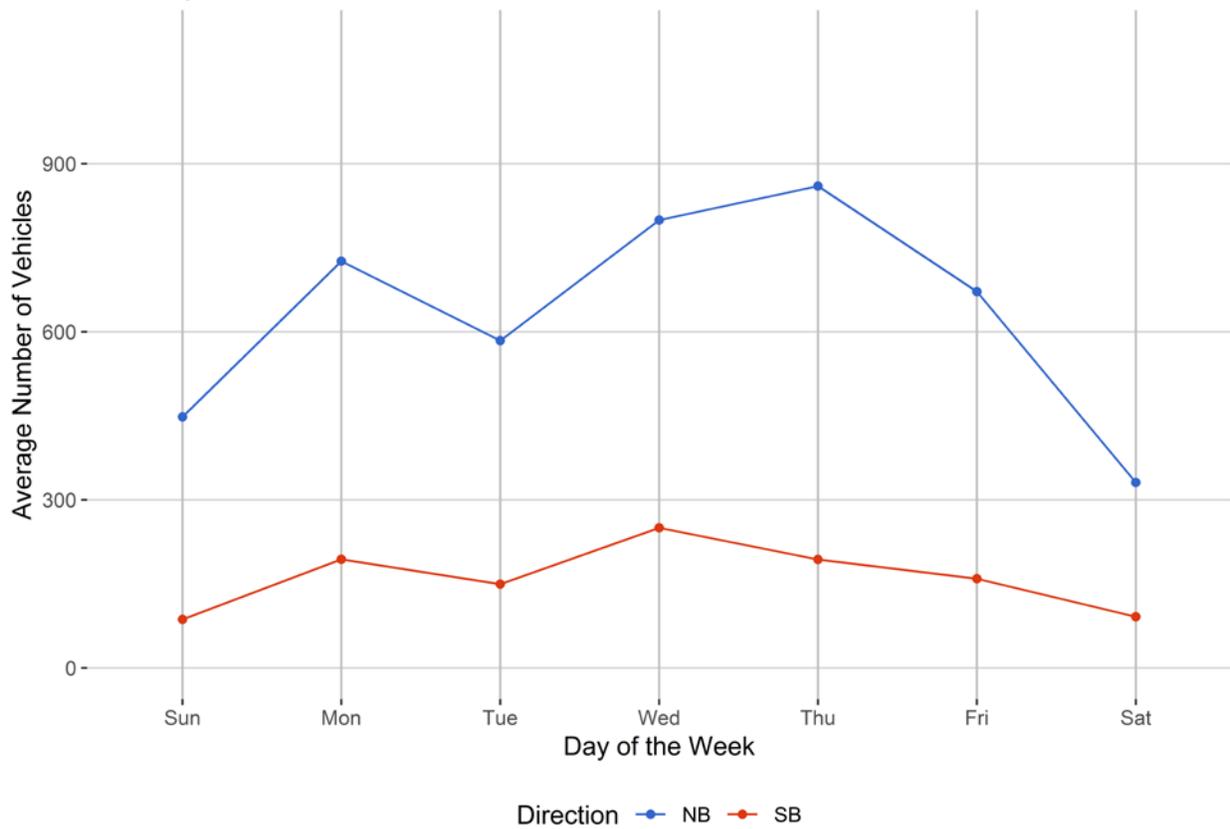


Figure 4 - Passenger Vehicles vs. Hour of the Day

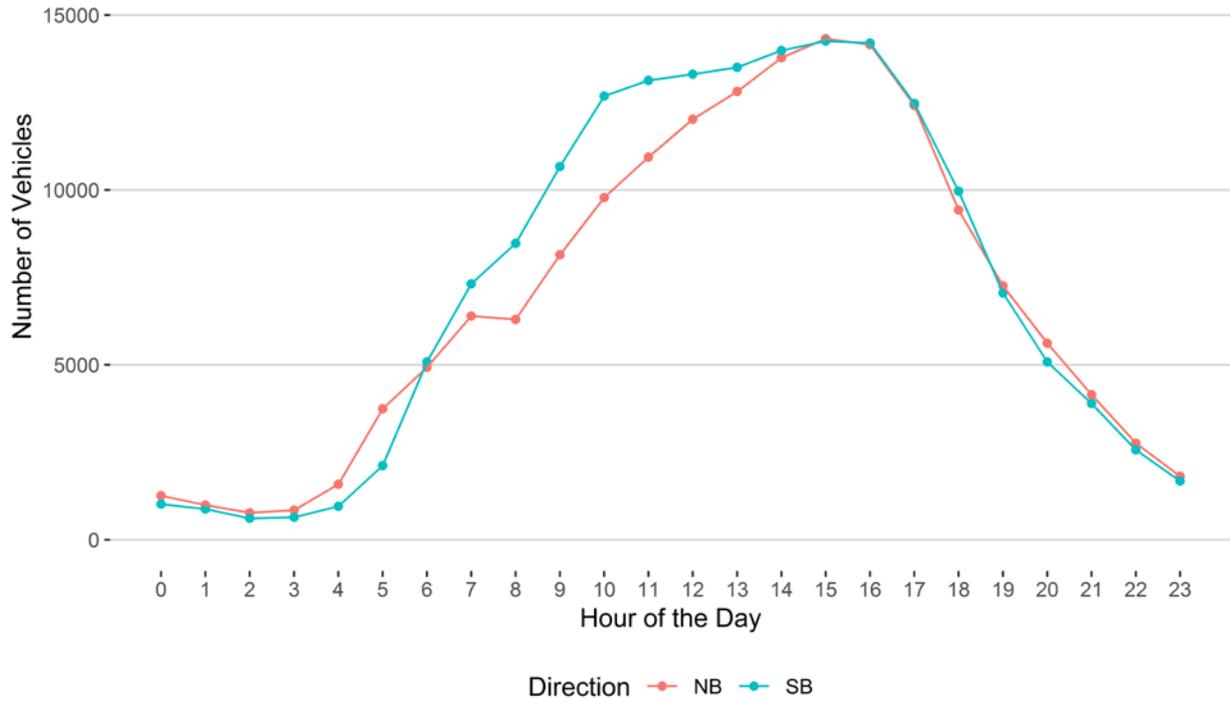


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

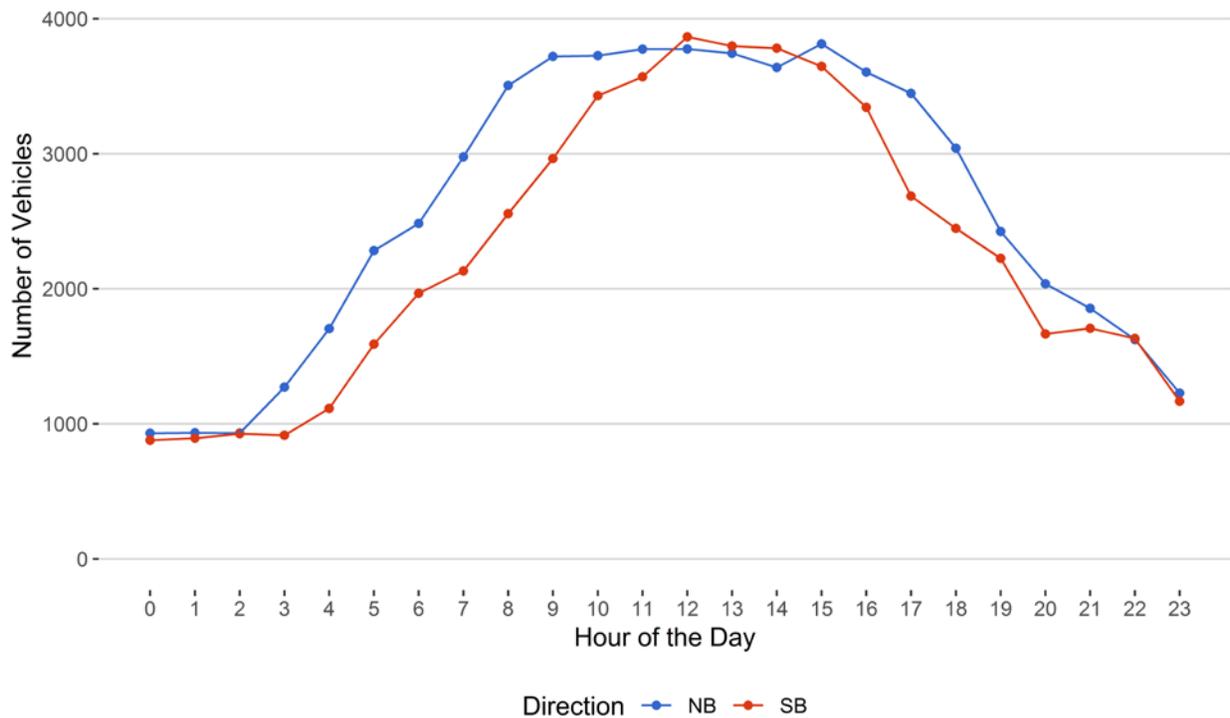


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

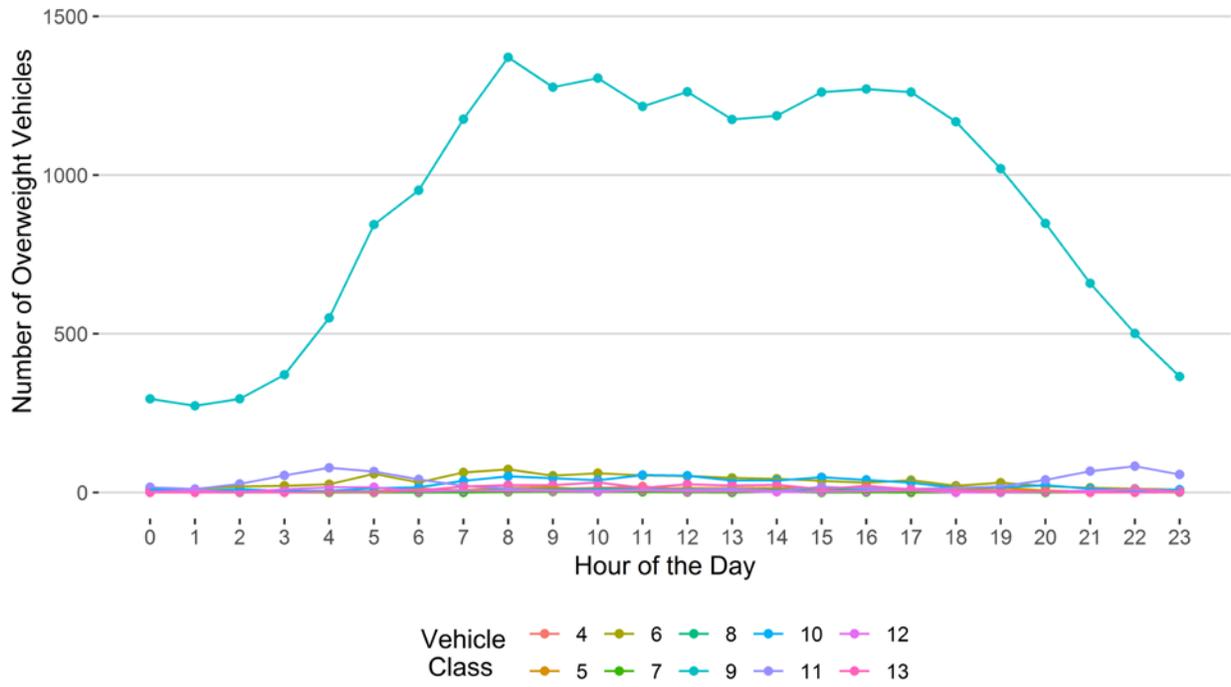


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

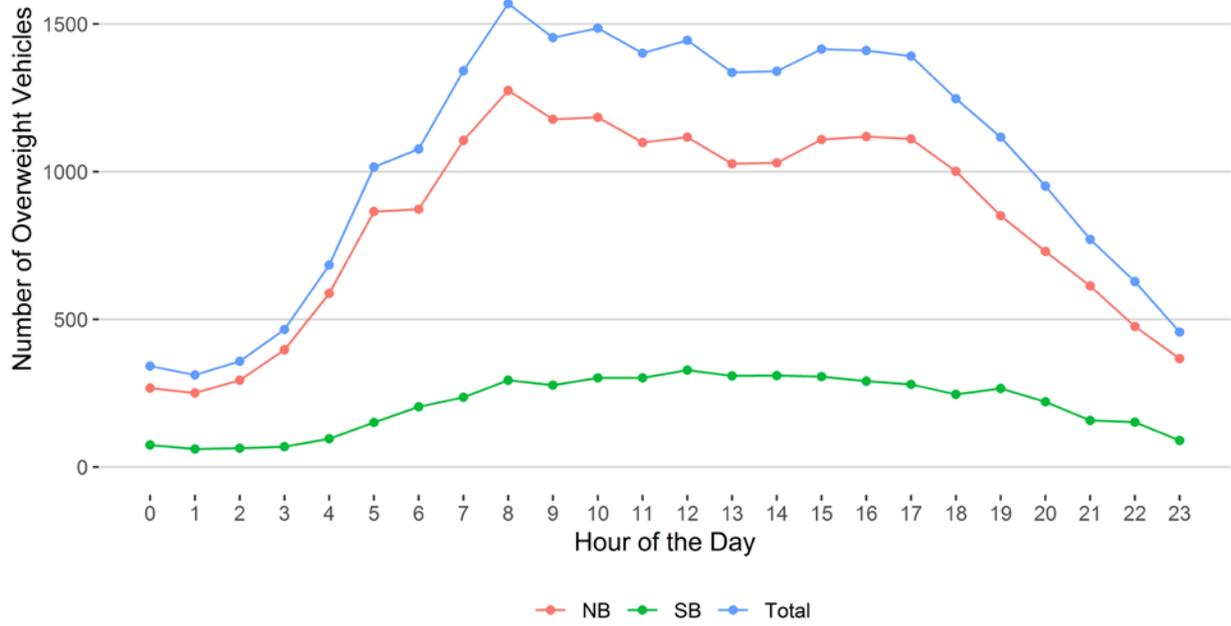
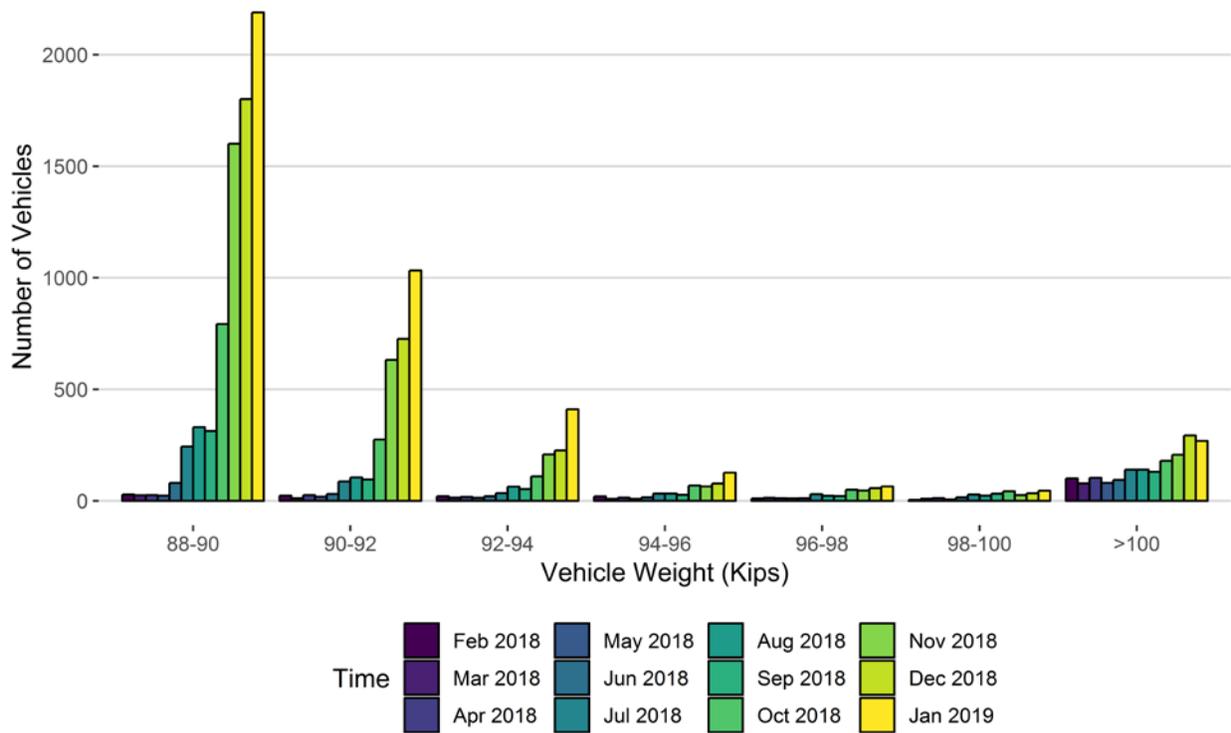
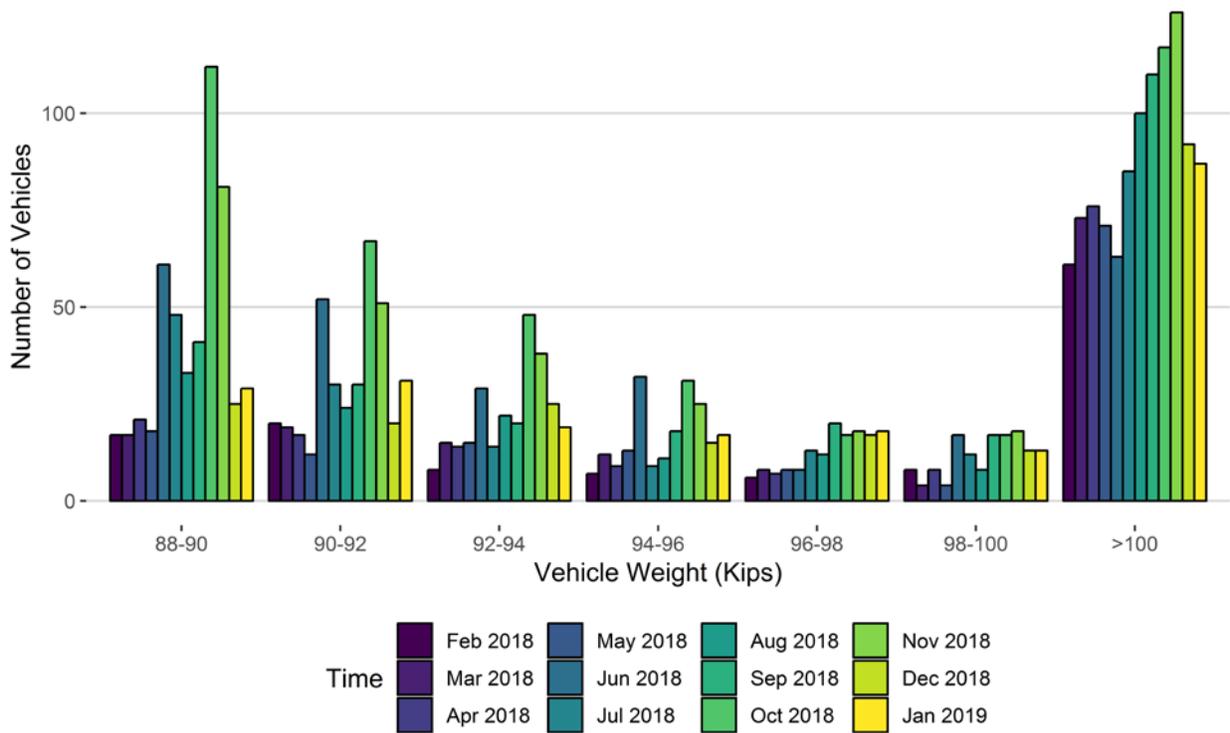


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019
88-90	29	25	26	24	81	244	331	313	793	1601	1801	2189
90-92	24	12	26	19	31	87	105	96	275	632	726	1033
92-94	21	15	18	14	21	35	64	53	110	208	226	411
94-96	20	9	15	9	16	33	33	27	69	65	78	127
96-98	11	14	12	11	12	30	23	22	50	47	57	65
98-100	5	10	13	7	16	29	24	32	43	26	34	46
>100	101	79	104	81	94	140	140	130	180	207	293	269
Total	211	164	214	165	271	598	720	673	1520	2786	3215	4140

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



Vehicle Weights (Kips)	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019
88-90	17	17	21	18	61	48	33	41	112	81	25	29
90-92	20	19	17	12	52	30	24	30	67	51	20	31
92-94	8	15	14	15	29	14	22	20	48	38	25	19
94-96	7	12	9	13	32	9	11	18	31	25	15	17
96-98	6	8	7	8	8	13	12	20	17	18	17	18
98-100	8	4	8	4	17	12	8	17	17	18	13	13
>100	61	73	76	71	63	85	100	110	117	126	92	87
Total	127	148	152	141	262	211	210	256	409	357	207	214

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

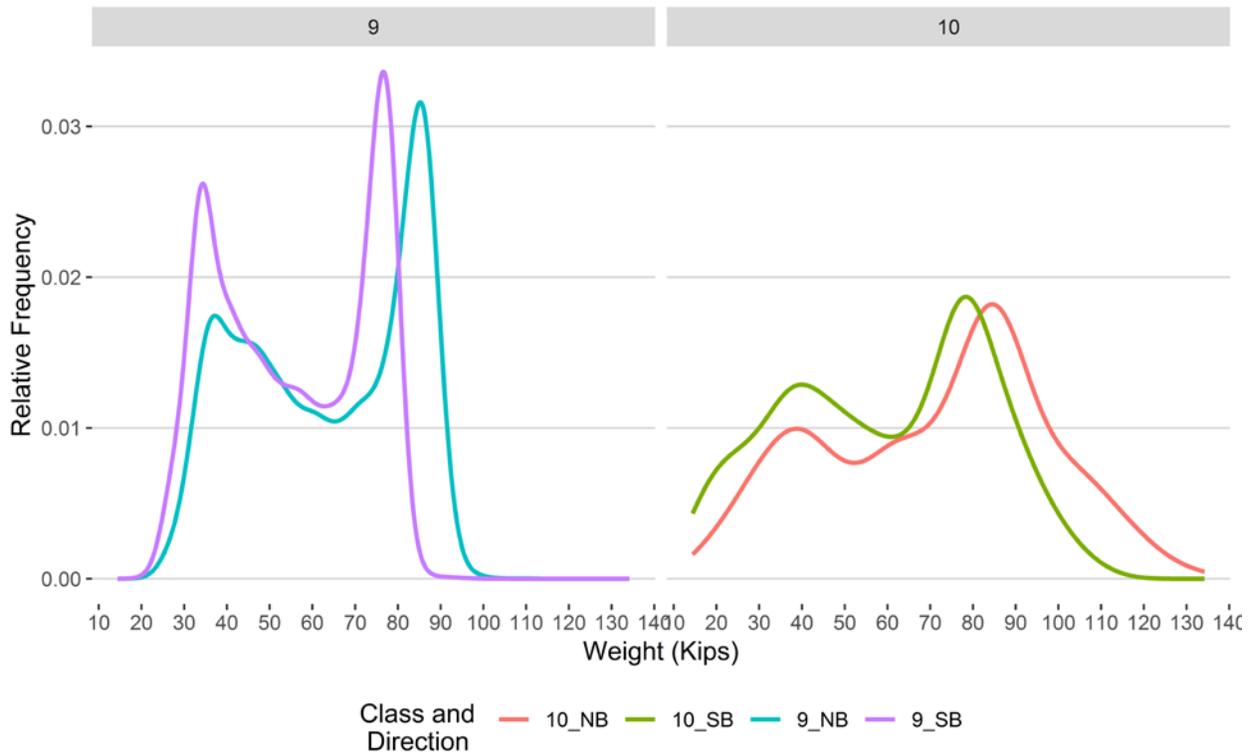


Figure 9 - Freight Percentage by Direction and Class

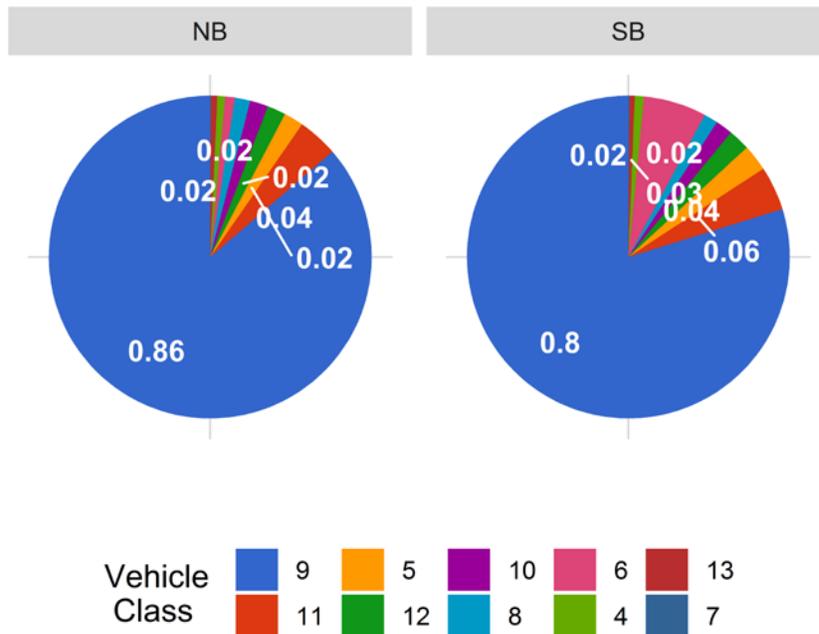


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

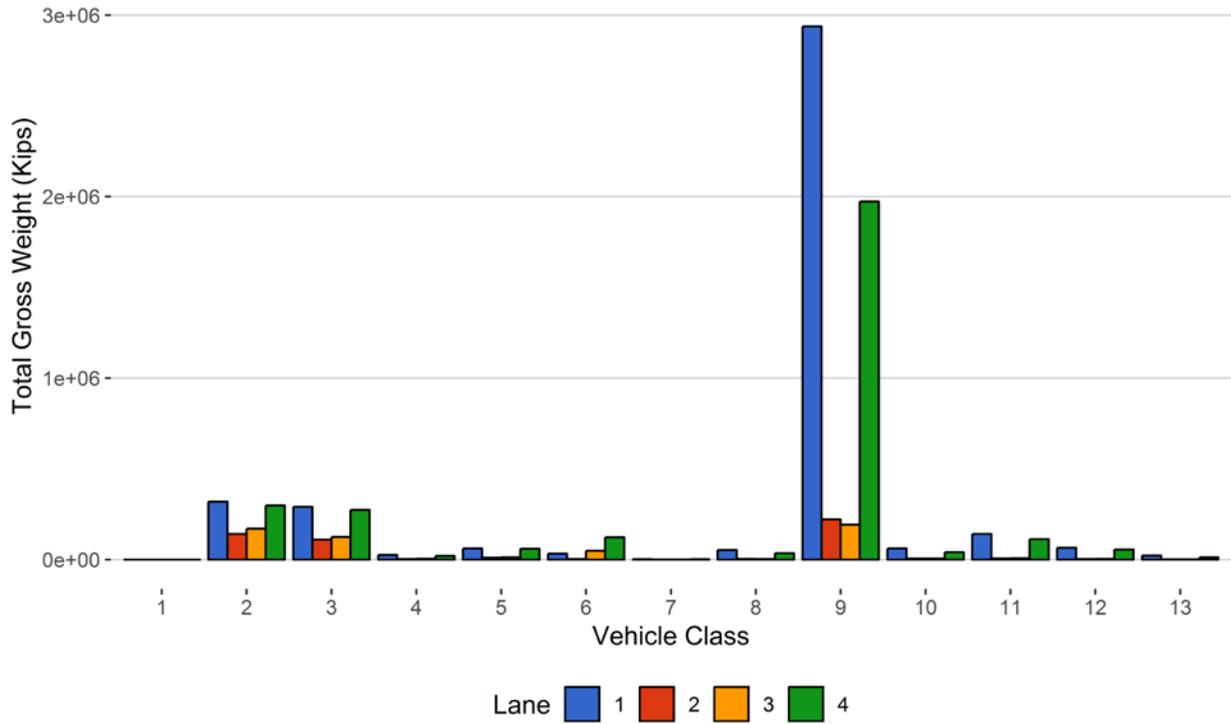


Figure 11 - Total Gross Vehicle Weight t

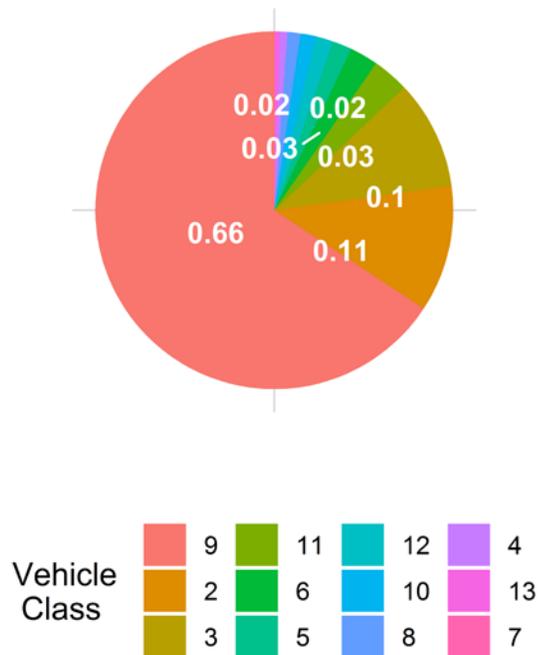


Figure 12 - Total ESALs by Class and Lane

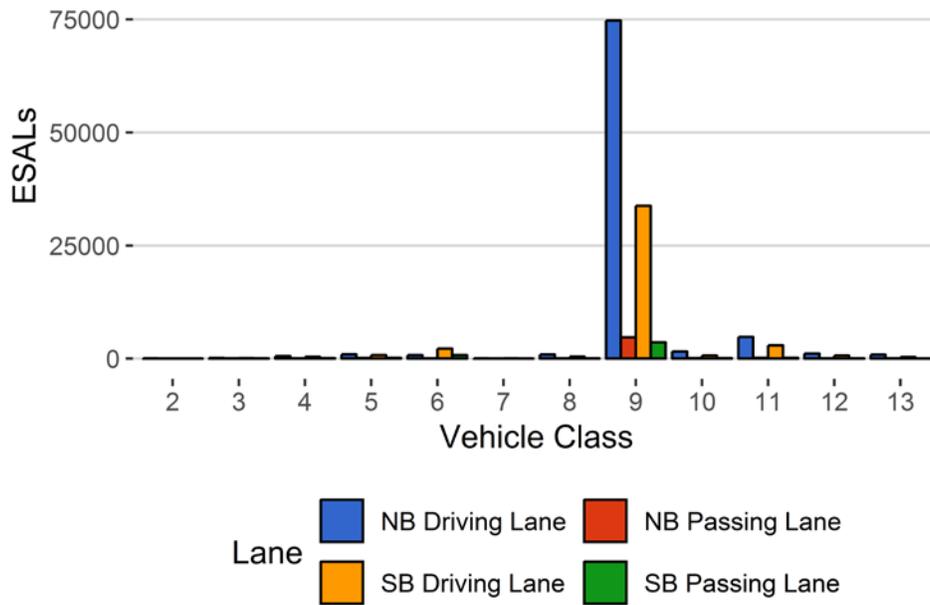
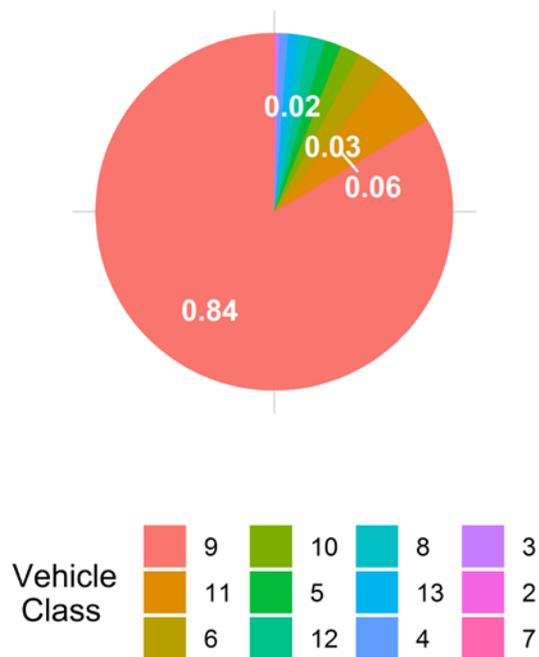


Figure 13 - ESALs by Class



**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>
July 2018	11.67	0.00	11.30	0.00	11.46	0.00	NA	NA
August 2018	11.75	0.62	11.31	0.12	11.49	0.20	NA	NA
September 2018	11.75	0.68	11.37	0.61	11.56	0.83	NA	NA
October 2018	11.82	1.21	11.38	0.71	11.72	2.28	NA	NA
November 2018	12.14	4.01	11.58	2.45	11.30	-1.46	NA	NA
December 2018	12.26	5.04	11.68	3.35	11.75	2.54	11.30	0.00
January 2019	12.30	5.39	11.75	3.97	11.76	2.60	11.25	-0.42

**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	0	0	0	0
2	7617	236122	48.4	0	0
3	4105	127250	26.1	0	0
4	61	1879	0.4	167	0.7
5	323	10011	2.1	190	0.8
6	220	6826	1.4	836	3.3
7	4	125	0	16	0.1
8	93	2873	0.6	139	0.6
9	3034	94057	19.3	21903	87.7
10	58	1811	0.4	623	2.5
11	143	4439	0.9	700	2.8
12	67	2071	0.4	138	0.6
13	12	368	0.1	253	1
<b>TOTAL</b>	<b>15737</b>	<b>487834</b>	<b>100</b>	<b>24965</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>
2019-01-30	Wednesday	08:37:33	10	NB	1	134.2
2019-01-27	Sunday	11:31:25	10	NB	1	131.77
2019-01-23	Wednesday	13:47:07	10	NB	1	129.84
2019-01-29	Tuesday	16:37:53	10	NB	1	129.28
2019-01-10	Thursday	17:04:47	10	NB	1	128.65
2019-01-14	Monday	08:31:10	10	NB	1	126.62
2019-01-10	Thursday	17:04:21	10	NB	1	126.6
2019-01-09	Wednesday	13:12:26	10	NB	1	124.69
2019-01-16	Wednesday	09:38:25	10	NB	1	123.33
2019-01-02	Wednesday	02:45:51	10	NB	1	121.65

**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	912	91	10	27372	1223	7528
5	NB	8	4636	273	5.9	69983	1965	17539
6	NB	19	1183	156	13.2	33007	2741	6747
7	NB	11.5	51	0	0	2482	0	948
8	NB	31	1559	410	26.3	46220	9940	5301
9	NB	33	49747	2337	4.7	3089361	70398	762416
10	NB	33.5	937	91	9.7	64428	2390	18044
11	NB	36.5	2223	5	0.2	147642	178	33343
12	NB	36.5	1020	5	0.5	67674	97	15313
13	NB	31.5	210	1	0.5	23136	20	8276
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>62478</b>	<b>3369</b>	<b>****</b>	<b>3571305</b>	<b>****</b>	<b>875454</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	860	87	10.1	23975	1157	6190
5	SB	8	4806	402	8.4	69101	2895	16935
6	SB	19	5255	291	5.5	165854	5130	35769
7	SB	11.5	67	0	0	2975	0	1102
8	SB	31	1151	444	38.6	27608	10565	2845
9	SB	33	38961	4178	10.7	2040164	124724	446162
10	SB	33.5	771	122	15.8	43310	2884	10784
11	SB	36.5	1964	39	2	118587	1252	24162
12	SB	36.5	933	9	1	58175	219	12224
13	SB	31.5	137	0	0	14071	0	4878
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>54905</b>	<b>5572</b>	<b>****</b>	<b>2563820</b>	<b>****</b>	<b>561053</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>117383</b>	<b>8941</b>	<b>163</b>	<b>6135126</b>	<b>237776</b>	<b>1436507</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>
2	318505	141043	170349	298485	928382	11.5
3	290349	109726	124268	273835	798178	9.9
4	25121	3474	4772	20360	53727	0.7
5	61457	10491	12840	59156	143944	1.8
6	32261	3487	48251	122733	206732	2.6
7	2157	325	368	2607	5457	0.1
8	52409	3752	3198	34975	94333	1.2
9	2938154	221605	191765	1973122	5324647	65.7
10	61365	5453	5859	40334	113011	1.4
11	141094	6726	7273	112566	267659	3.3
12	64644	3126	3537	54856	126164	1.6
13	21643	1513	1456	12615	37227	0.5
<b>TOTAL</b>	<b>4009158</b>	<b>510722</b>	<b>573936</b>	<b>3005646</b>	<b>8099462</b>	<b>100</b>
<b>GVW/LANE</b>	<b>49.5</b>	<b>6.31</b>	<b>7.09</b>	<b>37.11</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>
2	44	18	23	36	121	0.09	0.0011
3	148	43	48	119	359	0.26	0.006
4	589	73	100	381	1143	0.82	1.29
5	968	148	187	783	2086	1.49	0.44
6	767	57	793	2226	3843	2.75	1.19
7	40	8	6	57	112	0.08	1.85
8	903	51	49	443	1446	1.03	1.07
9	74765	4698	3601	33809	116873	83.58	2.64
10	1601	112	115	688	2516	1.8	2.94
11	4799	197	180	2929	8105	5.8	3.87
12	1130	44	50	707	1930	1.38	1.97
13	845	44	31	378	1297	0.93	7.25
<b>TOTAL</b>	<b>86601</b>	<b>5492</b>	<b>5183</b>	<b>42556</b>	<b>139832</b>	<b>100</b>	<b>25</b>
<b>ESALS/LANE</b>	<b>61.9</b>	<b>3.9</b>	<b>3.7</b>	<b>30.4</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>
Feb 2018	464482	16589	4150	348276	75	116206.3	25	92	8
Mar 2018	610968	19709	4160	482021	78.9	128946.7	21.1	93.1	6.9
Apr 2018	580205	19340	4325	450468	77.6	129736.9	22.4	91.8	8.2
May 2018	719401	23206	4783	571124	79.4	148276.5	20.6	91.1	8.9
Jun 2018	747544	24918	4473	613365	82.1	134179	17.9	90.9	9.1
Jul 2018	778261	25105	4938	625188	80.3	153073.3	19.7	90	10
Aug 2018	761407	24562	5156	601556	79	159850.7	21	87.3	12.7
Sep 2018	657910	21930	4758	515162	78.3	142748	21.7	89	11
Oct 2018	661987	21354	5213	500370	75.6	161617.4	24.4	89.5	10.5
Nov 2018	597456	20602	4368	466424	78.1	131032	21.9	91.9	8.1
Dec 2018	589786	19025	4062	463876	78.7	125910	21.3	91.5	8.5
Jan 2019	487834	15737	4015	363372	74.5	124461.6	25.5	90.2	9.8
<b>TOTAL</b>	<b>7657241</b>	<b>-</b>	<b>-</b>	<b>6001202</b>	<b>-</b>	<b>1656038</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>638103</b>	<b>21006</b>	<b>4533</b>	<b>500100</b>	<b>78</b>	<b>138003</b>	<b>22</b>	<b>91</b>	<b>9</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>
Feb 2018	45003	2704	4412	36670	88789	92	8	1.3
Mar 2018	51869	2660	4158	45512	104199	93	7	0.8
Apr 2018	53425	3150	5206	45592	107375	92	8	1.2
May 2018	65022	3953	6376	43927	119277	91	9	0.8
Jun 2018	65146	4085	5477	43627	118334	92	8	1.6
Jul 2018	84400	6449	5875	59420	156145	92	8	3.5
Aug 2018	87730	8168	7986	62288	166172	90	10	4
Sep 2018	78475	5239	7369	58608	149690	92	8	4.4
Oct 2018	90986	6433	8273	76282	181974	92	8	8.5
Nov 2018	82693	5342	3406	58572	150013	94	6	16.2
Dec 2018	81402	4851	4543	49094	139891	93	7	19.3
Jan 2019	86706	5499	5287	42673	140165	92	8	24.5
<b>TOTAL</b>	<b>872857</b>	<b>58532</b>	<b>68367</b>	<b>622266</b>	<b>1622023</b>	-	-	-
<b>AVERAGE</b>	<b>72738</b>	<b>4878</b>	<b>5697</b>	<b>51856</b>	<b>135169</b>	<b>92</b>	<b>8</b>	<b>7</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>
Feb 18	3170037	420956	496963	3061183	7149139
Mar 18	3711268	525438	606268	3615881	8458855
Apr 18	3624977	545528	630879	3546495	8347880
May 18	4186867	740631	818945	3906425	9652869
Jun 18	4025326	788976	859885	3638548	9312736
Jul 18	4721860	908715	910021	4255066	10795661
Aug 18	4778193	996057	1037615	4252269	11064134
Sep 18	4333349	700326	885304	3901307	9820285
Oct 18	4750482	755225	896476	4525612	10927794
Nov 18	4161406	658051	585158	3812142	9216758
Dec 18	4046068	610727	643364	3568946	8869105
Jan 19	4012005	511041	576641	3010193	8109880
<b>TOTAL</b>	<b>49521839</b>	<b>8161671</b>	<b>8947520</b>	<b>45094066</b>	<b>111725095</b>
<b>AVERAGE</b>	<b>4126820</b>	<b>680139</b>	<b>745627</b>	<b>3757839</b>	<b>9310425</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>
Feb 2018	4373	1	3.9	340	176
Mar 2018	5137	0.9	4.1	314	166
Apr 2018	6713	1.2	5.4	367	201
May 2018	8892	1.3	6.2	310	163
Jun 2018	13748	1.9	10.7	534	191
Jul 2018	25547	3.4	17	823	274
Aug 2018	28197	3.8	17.9	935	276
Sep 2018	26035	4	18.5	932	289
Oct 2018	36341	5.6	22.9	1950	369
Nov 2018	27732	4.7	21.4	3156	384
Dec 2018	23996	4.1	19.3	3432	435
Jan 2019	25015	5.4	21.2	4357	418
<b>TOTAL</b>	<b>231726</b>	<b>-</b>	<b>-</b>	<b>17450</b>	<b>3342</b>
<b>AVERAGE</b>	<b>19310.5</b>	<b>3.1</b>	<b>14</b>	<b>1454.2</b>	<b>278.5</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>
Feb 2018	574758	537046	1111805	51.7	48.3
Mar 2018	650592	625947	1276539	51	49
Apr 2018	658557	636211	1294768	50.9	49.1
May 2018	777383	660394	1437777	54.1	45.9
Jun 2018	752229	604505	1356734	55.4	44.6
Jul 2018	944419	750020	1694439	55.7	44.3
Aug 2018	986853	794470	1781322	55.4	44.6
Sep 2018	864472	740989	1605461	53.8	46.2
Oct 2018	986542	909358	1895900	52	48
Nov 2018	857231	693612	1550843	55.3	44.7
Dec 2018	830135	627727	1457862	56.9	43.1
Jan 2019	875454	561053	1436507	60.9	39.1
<b>TOTAL</b>	<b>9758626</b>	<b>8141332</b>	<b>17899958</b>	-	-
<b>AVERAGE</b>	<b>813218.8</b>	<b>678444.3</b>	<b>1491663.2</b>	<b>54.4</b>	<b>45.6</b>