

JULY 2019



**WIM #30
MN 61, MP 16.3
TWO HARBORS,
MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #30 is located on MN 61 near Two Harbors in Lake county.

System Operation

WIM #30 was operational for the entire month of July 2019. Volume was computed using all monthly data.

System Calibration

WIM #30 was most recently calibrated on 2017-01-20. 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: 356490 | Passenger Vehicles: 337476 | Heavy Commercial Vehicles: 19014

Monthly Average Daily Traffic (MADT): 11558 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 613

See Table 2 for vehicle class breakdown

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

Volume trends. NB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays. SB vehicles typically reached highest volume levels on Sundays, 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), 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 5's and Class 9's.

Overweight HCVs

Volume trends. Of a total of 19014 HCVs, 2936 of them were overweight ³. These overweight HCVs contributed to 0.8% of total monthly volume, and 15.7% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Saturdays. SB overweight vehicles tended to reach highest volumes on Tuesdays, 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 63% 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 March.

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 ,598 NB vehicles exceeded 88,000 pounds (332 vehicles were Class 9's; 212 vehicles were Class 10's). Of vehicles traveling SB,

401 NB vehicles exceeded 88,000 pounds (338 vehicles were Class 10's; 42 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from July 2019.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in July 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 143480 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (60.4%) than SB (39.6%). See Table 4 and Figure 11 for more freight information.

####Infrastructure Considerations Bridge. Bridges No. 9341 and No. 9339, which are respectively on the NB and SB side of MN 61, are approximately 1.5 miles north of WIM #30. Bridge No. 9333 (a box culvert) is approximately 1.8 miles south of WIM #30. WIM #30 recorded a total of 356490 vehicles with a combined GVW of 2407827 kips (1 kip = 1,000 pounds = 0.5 tons) in July 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 15254 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 61.5% of all ESALs were recorded NB while 38.5% was observed SB. In particular, 46% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 12% 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).

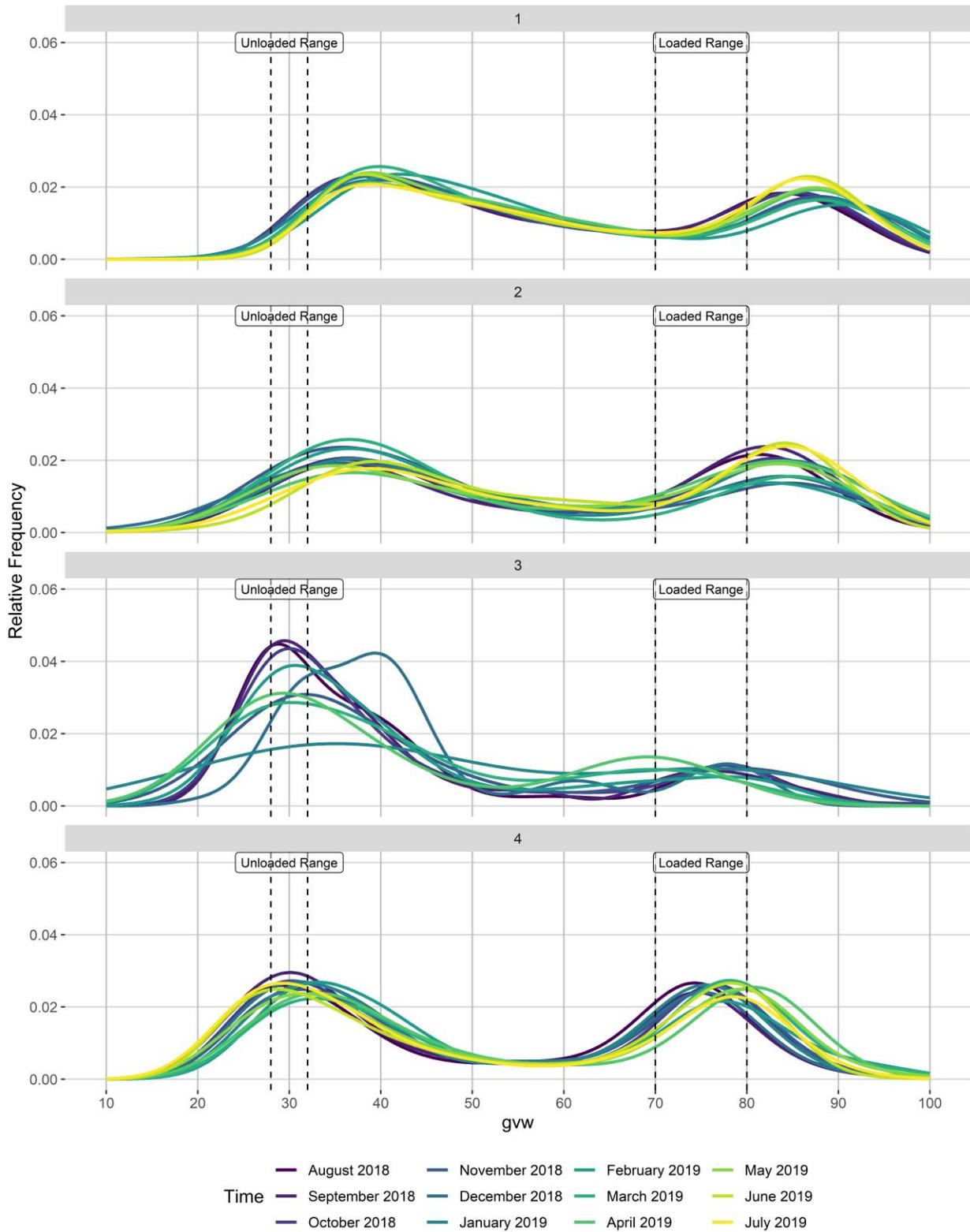
#####WIM monthly reports can be found at:

<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.

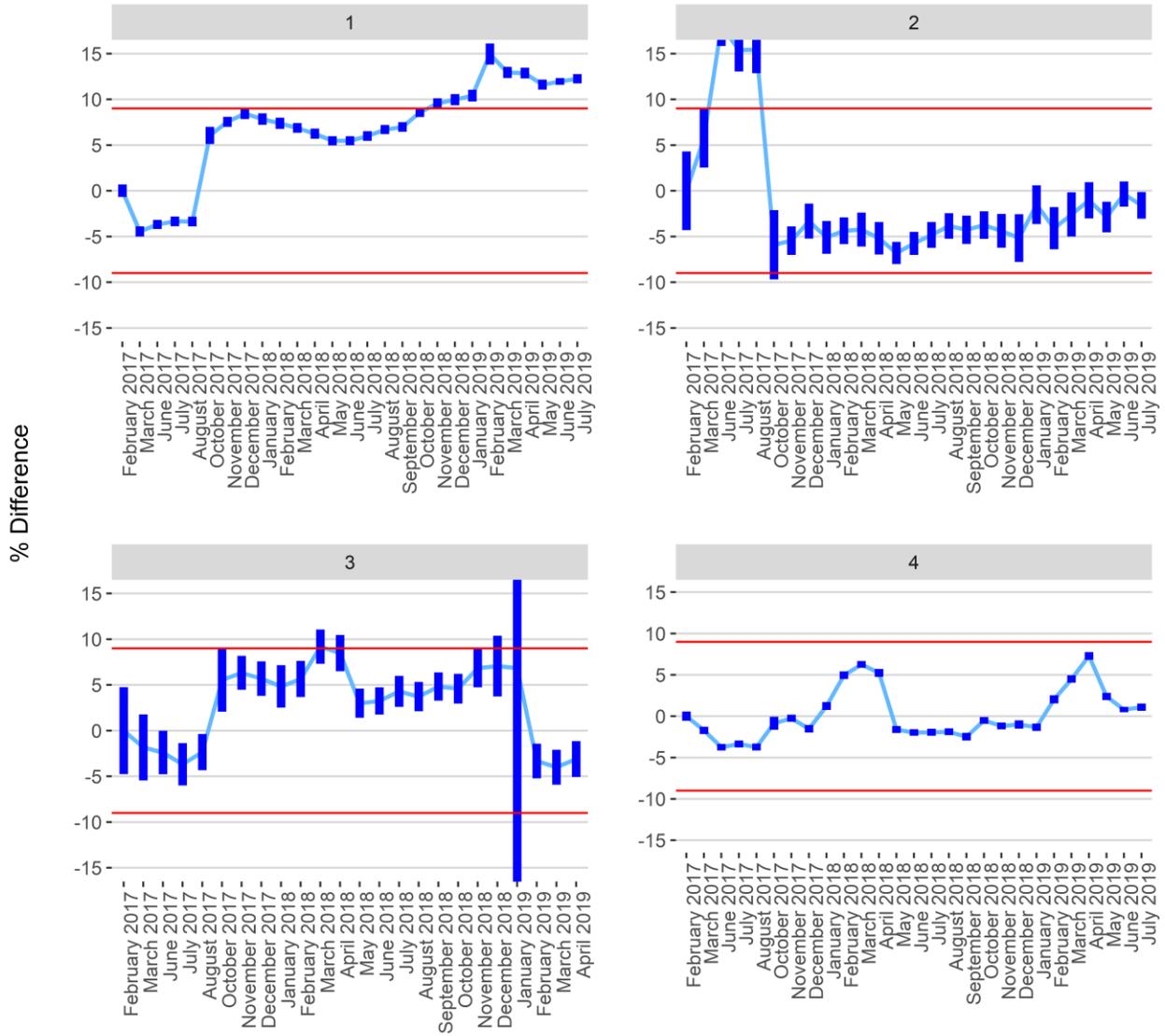
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Figure 1 - Monthly Class 9 GVW Histogram



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

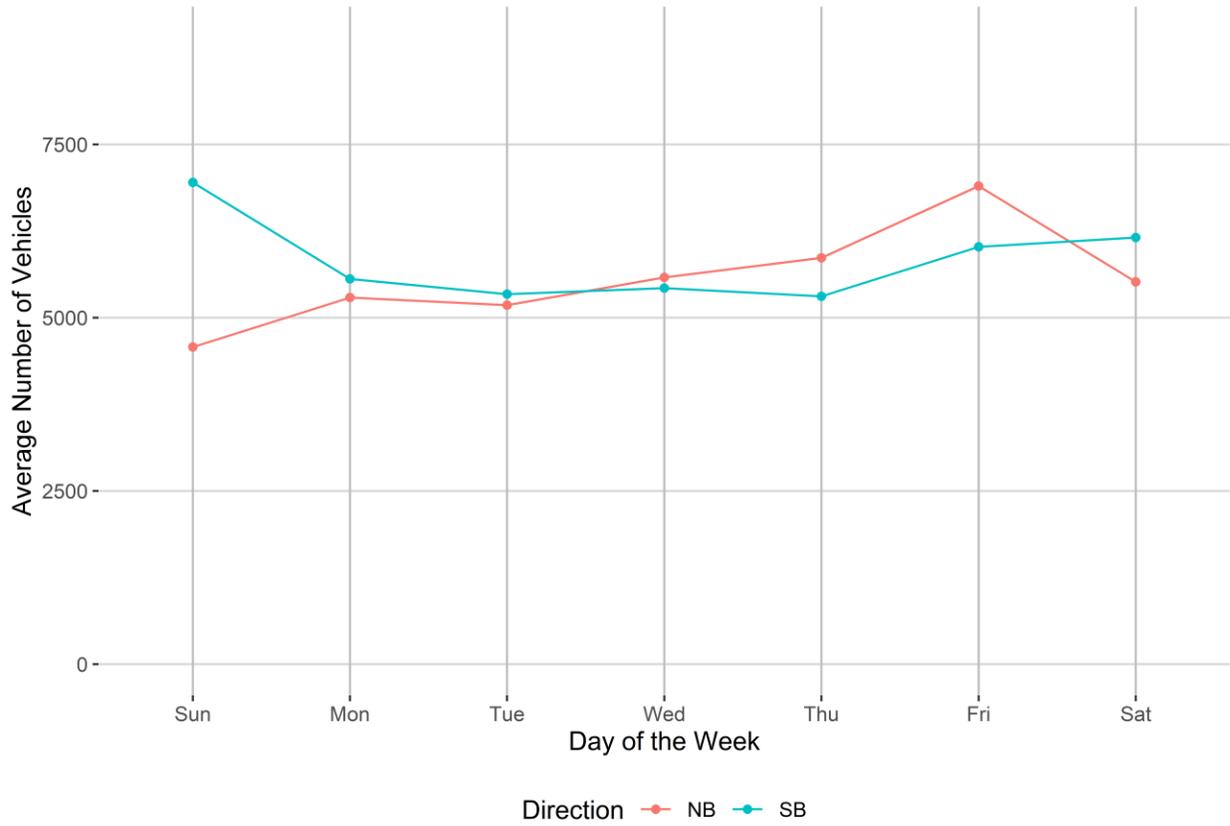


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

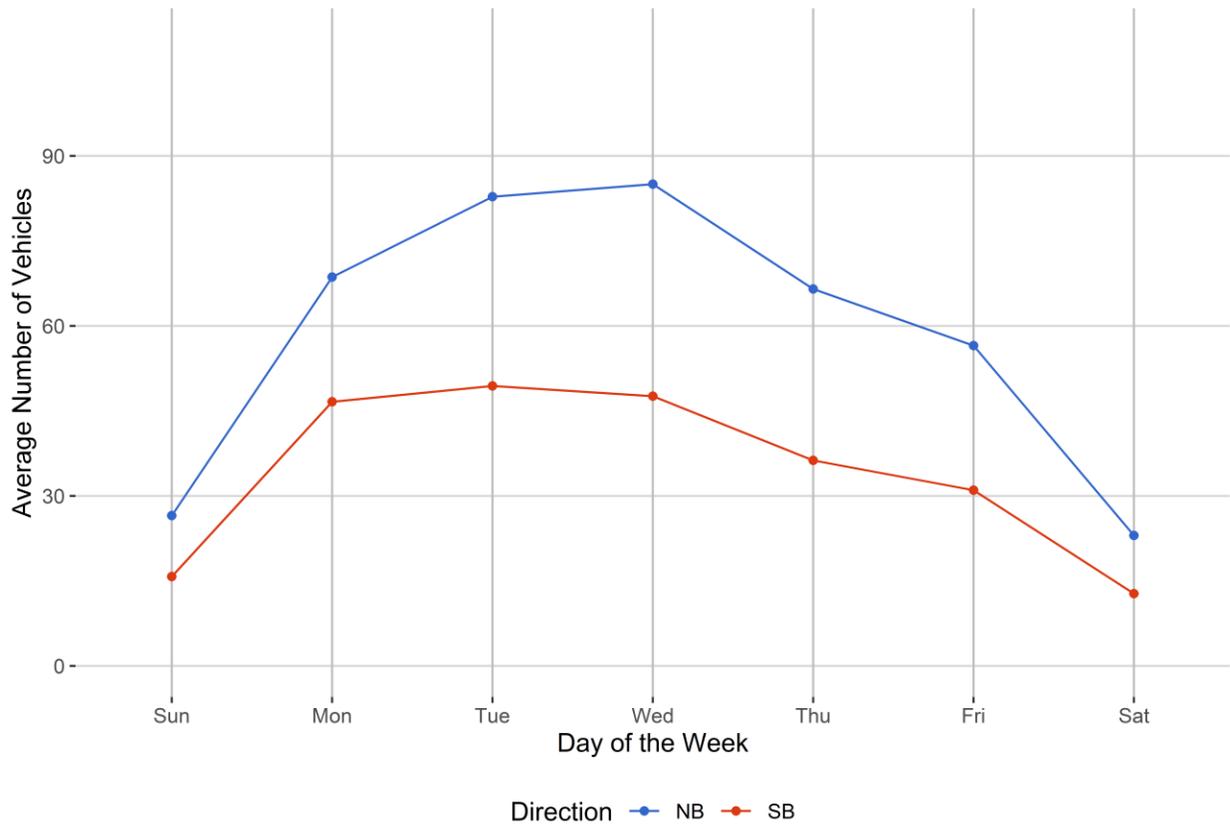


Figure 4 - Passenger Vehicles vs. Hour of the Day

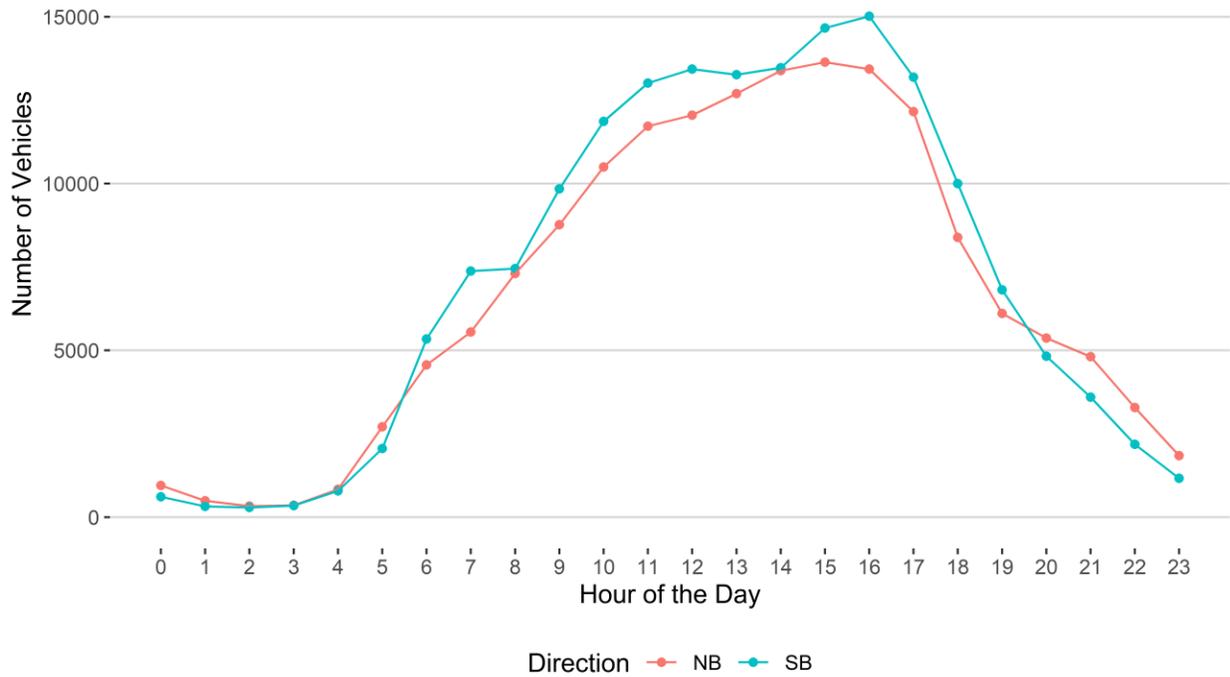


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

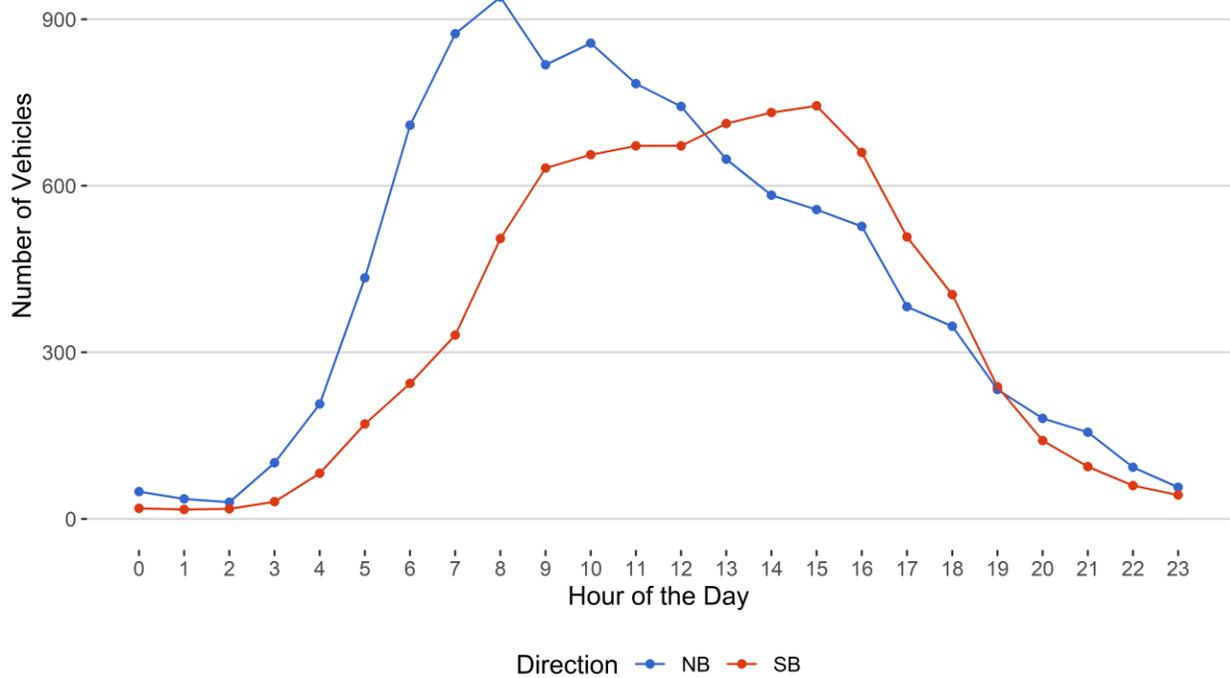


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

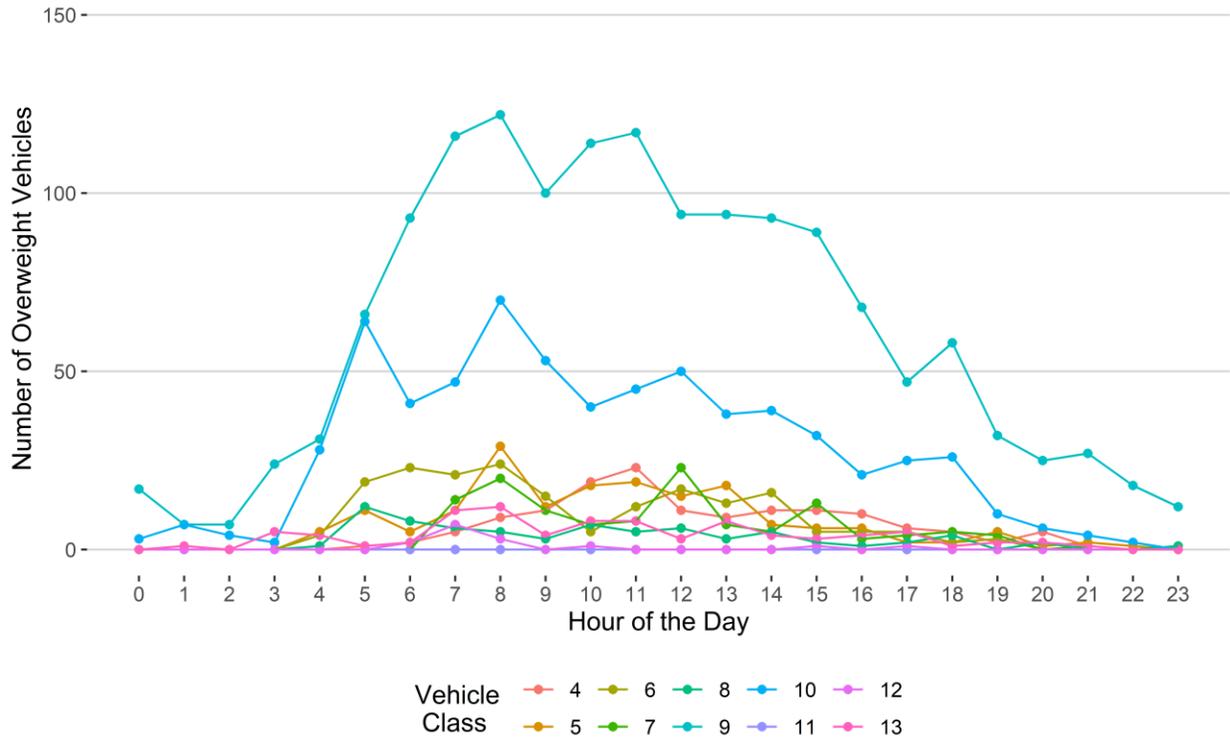


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

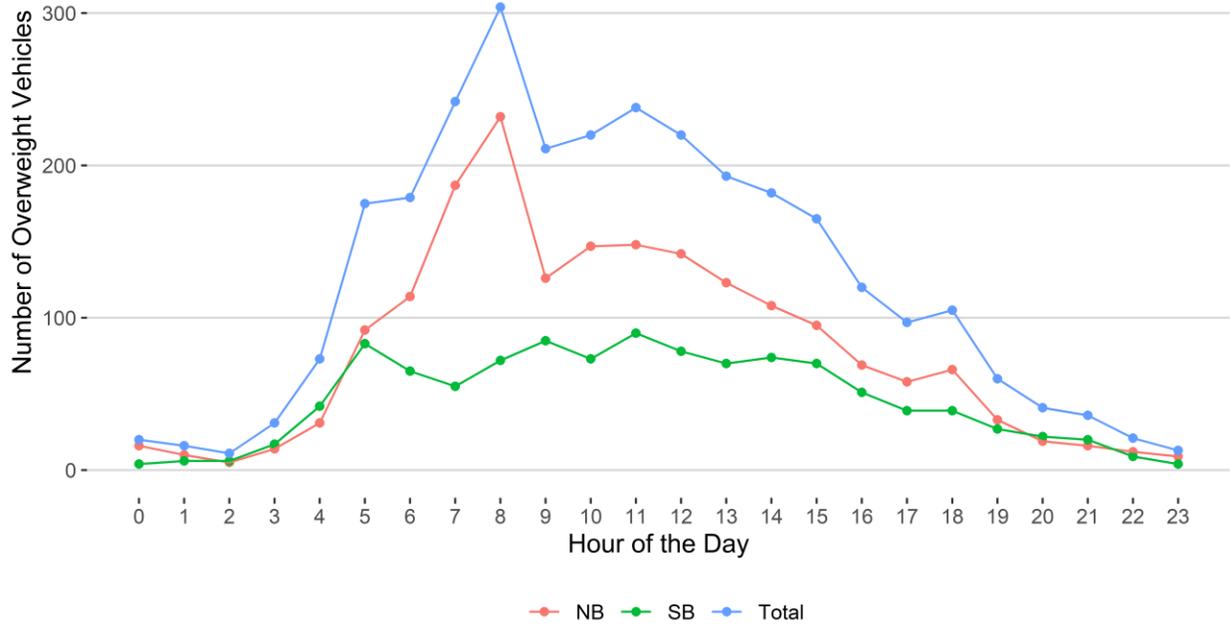
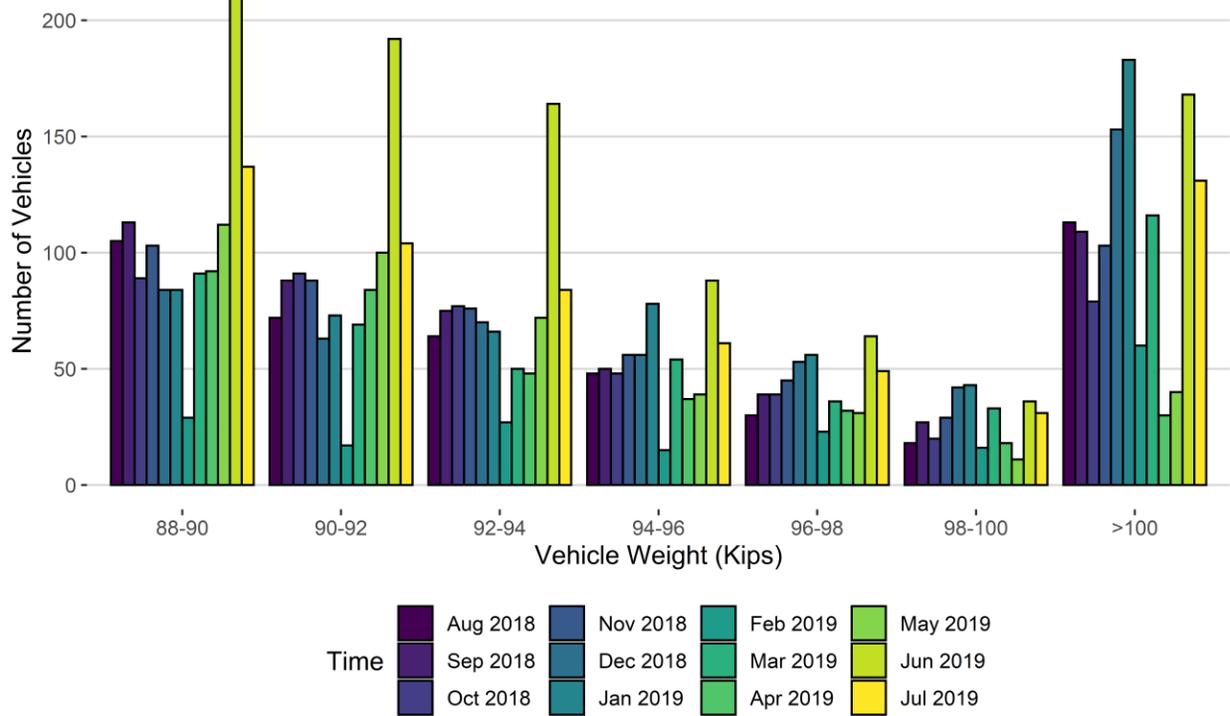
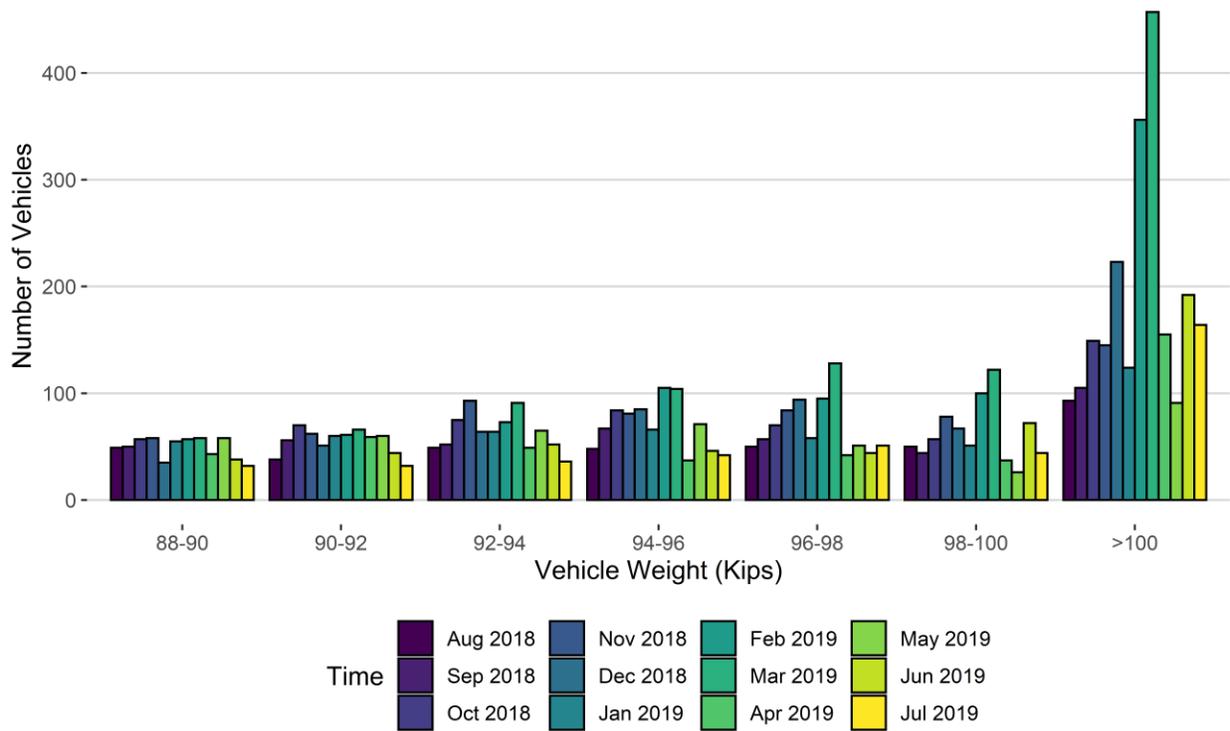


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019
88-90	105	113	89	103	84	84	29	91	92	112	210	137
90-92	72	88	91	88	63	73	17	69	84	100	192	104
92-94	64	75	77	76	70	66	27	50	48	72	164	84
94-96	48	50	48	56	56	78	15	54	37	39	88	61
96-98	30	39	39	45	53	56	23	36	32	31	64	49
98-100	18	27	20	29	42	43	16	33	18	11	36	31
>100	113	109	79	103	153	183	60	116	30	40	168	131
Total	450	501	443	500	521	583	187	449	341	405	922	597

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



Vehicle Weights (Kips)	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019
88-90	49	50	57	58	35	55	57	58	43	58	38	32
90-92	38	56	70	62	51	60	61	66	59	60	44	32
92-94	49	52	75	93	64	64	73	91	49	65	52	36
94-96	48	67	84	81	85	66	105	104	37	71	46	42
96-98	50	57	70	84	94	58	95	128	42	51	44	51
98-100	50	44	57	78	67	51	100	122	37	26	72	44
>100	93	105	149	145	223	124	356	457	155	91	192	164
Total	377	431	562	601	619	478	847	1026	422	422	488	401

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

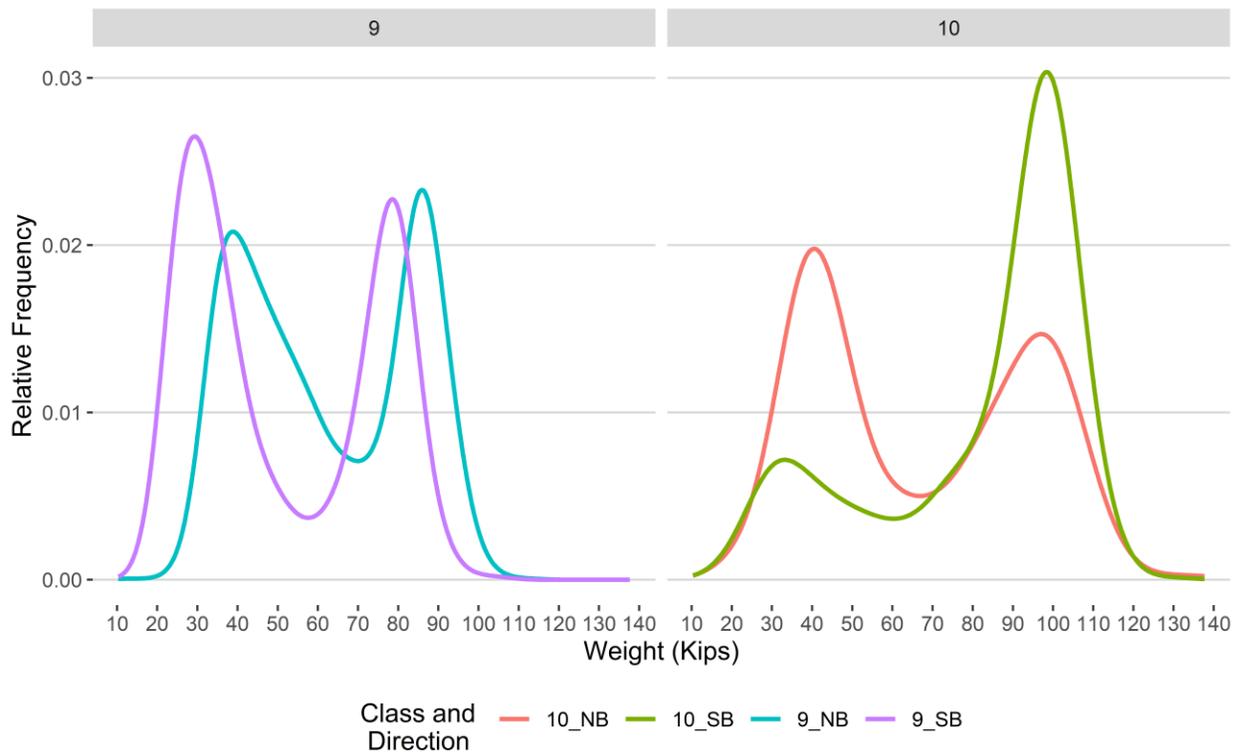


Figure 9 - Freight Percentage by Direction and Class

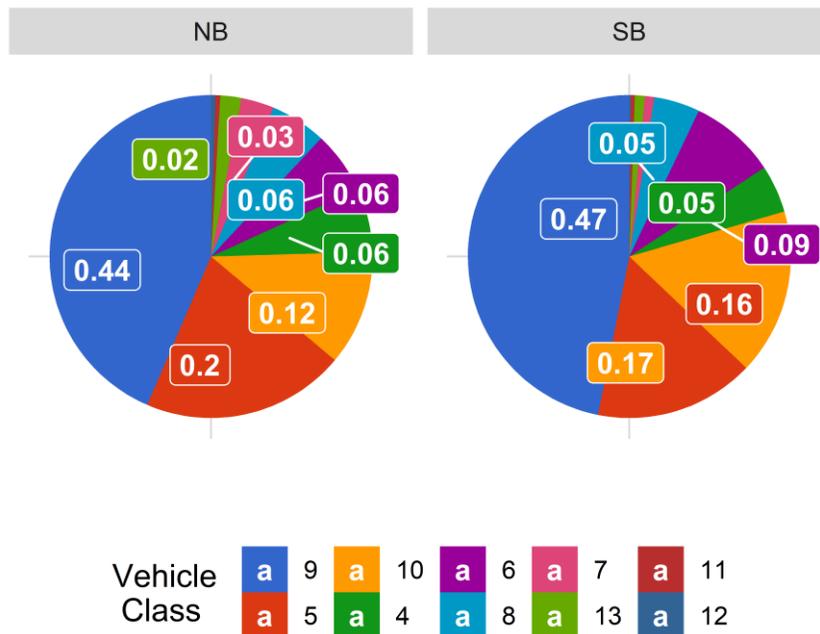


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

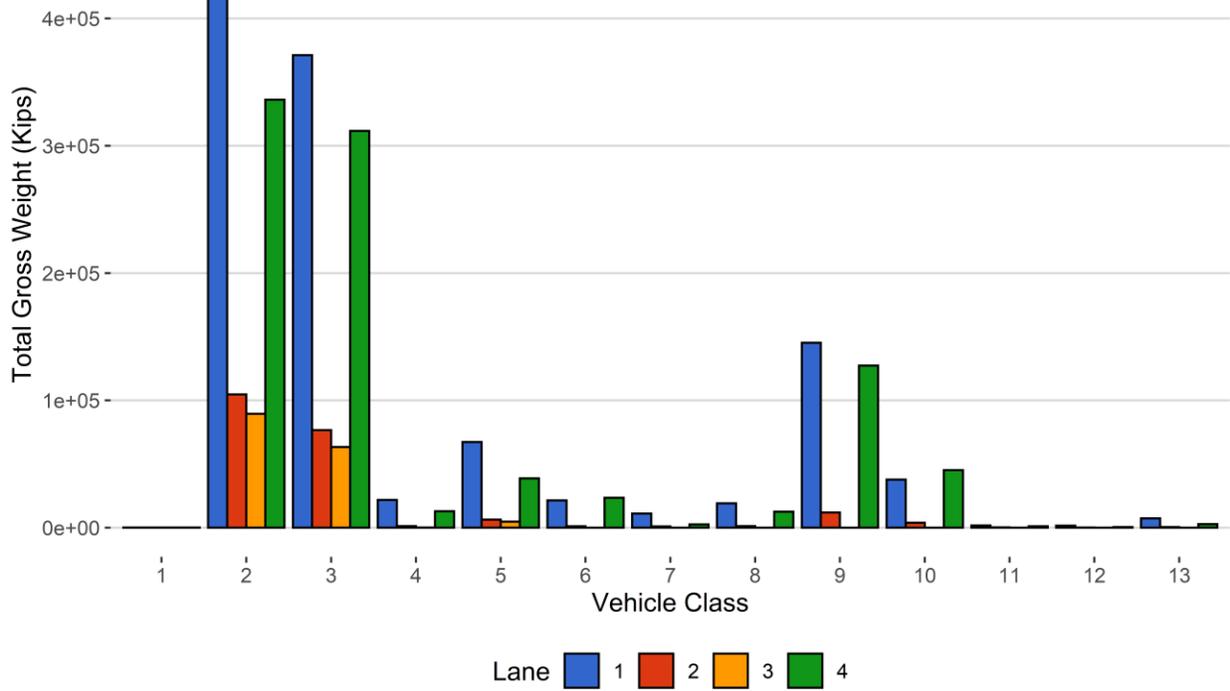


Figure 11 - Total Gross Vehicle Weight Percentage by Class

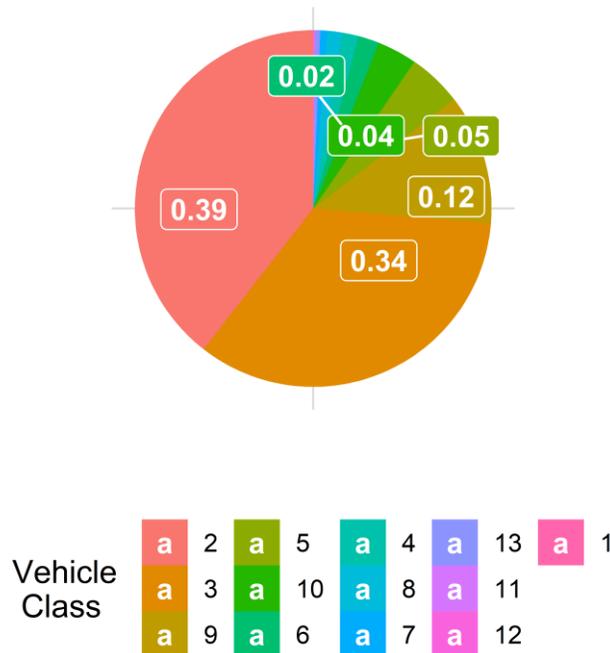


Figure 12 - Total ESALs by Class and Lane

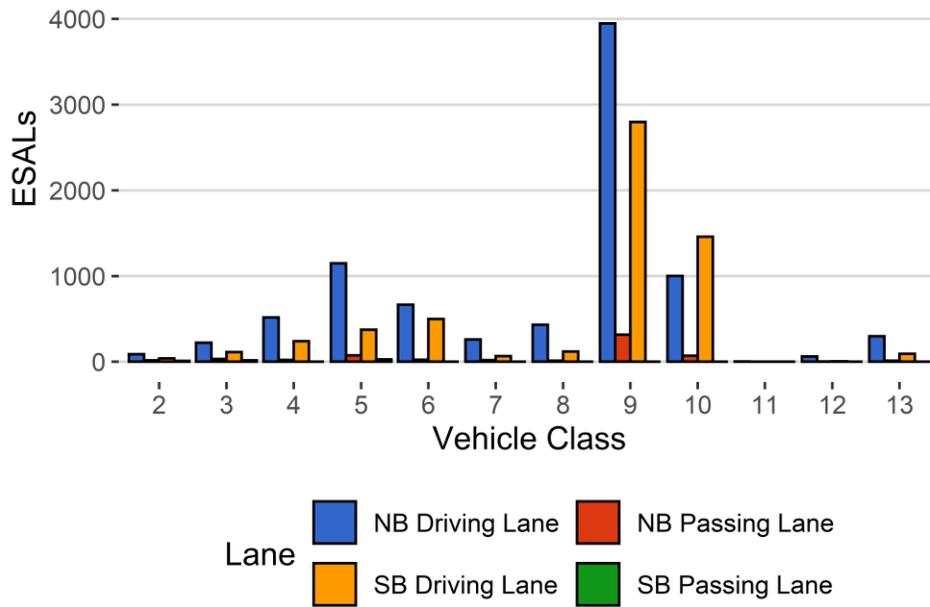


Figure 13 - ESALs by Class

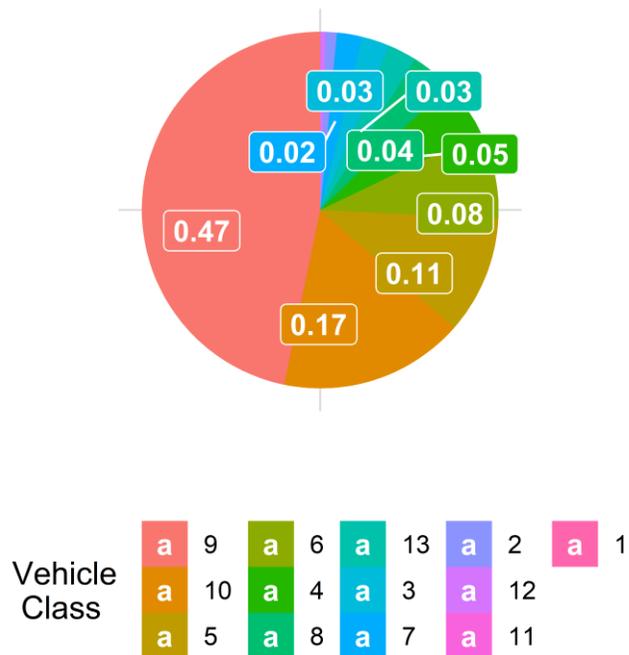


Table 1 Class 9 Front Axle Weight by Lane

<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>
February 2017	11.62	0.00	12.12	0.00	10.33	0.00	11.31	0.00
March 2017	11.10	-4.45	12.82	5.74	10.14	-1.83	11.11	-1.71
June 2017	11.19	-3.68	14.31	18.03	10.08	-2.40	10.88	-3.75
July 2017	11.23	-3.35	13.99	15.41	9.95	-3.68	10.93	-3.36
August 2017	11.23	-3.36	13.99	15.43	10.09	-2.35	10.89	-3.73
October 2017	12.32	6.06	11.40	-5.91	10.91	5.55	11.21	-0.85
November 2017	12.49	7.54	11.46	-5.46	10.99	6.32	11.28	-0.25
December 2017	12.60	8.45	11.72	-3.32	10.92	5.69	11.14	-1.52
January 2018	12.53	7.84	11.50	-5.10	10.83	4.84	11.45	1.24
February 2018	12.47	7.38	11.59	-4.37	10.92	5.64	11.87	4.95
March 2018	12.41	6.87	11.61	-4.25	11.28	9.19	12.01	6.26
April 2018	12.34	6.25	11.49	-5.19	11.21	8.47	11.90	5.24
May 2018	12.25	5.47	11.30	-6.81	10.64	3.00	11.12	-1.61
June 2018	12.25	5.47	11.42	-5.75	10.67	3.24	11.08	-1.97
July 2018	12.31	5.98	11.54	-4.83	10.78	4.29	11.09	-1.94
August 2018	12.39	6.70	11.65	-3.85	10.72	3.72	11.09	-1.88
September 2018	12.43	6.97	11.60	-4.27	10.83	4.82	11.03	-2.48
October 2018	12.61	8.58	11.67	-3.76	10.81	4.59	11.25	-0.51
November 2018	12.73	9.56	11.59	-4.38	11.04	6.84	11.17	-1.18
December 2018	12.77	9.97	11.49	-5.17	11.06	7.06	11.19	-1.00
January 2019	12.83	10.40	11.94	-1.52	11.04	6.85	11.16	-1.34
February 2019	13.35	14.96	11.62	-4.10	9.99	-3.32	11.54	2.04
March 2019	13.12	12.94	11.81	-2.59	9.92	-4.00	11.82	4.50
April 2019	13.11	12.87	11.99	-1.04	10.01	-3.11	12.13	7.29
May 2019	12.97	11.61	11.77	-2.87	NA	NA	11.58	2.38

June 2019	13.01	11.96	12.08	-0.36	NA	NA	11.40	0.80
July 2019	13.04	12.26	11.93	-1.59	NA	NA	11.43	1.09

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	6	188	0.1	0	0
2	7058	218809	61.4	0	0
3	3822	118479	33.2	0	0
4	43	1333	0.4	141	4.8
5	270	8362	2.3	176	6
6	43	1333	0.4	189	6.4
7	8	243	0.1	125	4.3
8	40	1241	0.3	73	2.5
9	163	5051	1.4	1471	50.1
10	38	1188	0.3	657	22.4
11	4	133	0	0	0
12	1	32	0	15	0.5
13	3	98	0	89	3
TOTAL	11500	356490	100	2936	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>
2019-07-29	Monday	07:43:54	10	NB	1	137.7
2019-07-27	Saturday	11:57:39	10	NB	1	134.59
2019-07-15	Monday	19:58:56	10	SB	4	129.44
2019-07-15	Monday	18:12:07	10	NB	1	126.84
2019-07-16	Tuesday	08:44:23	10	NB	1	123.66
2019-07-02	Tuesday	10:10:09	10	SB	4	116.82
2019-07-17	Wednesday	12:45:45	10	SB	4	115.8
2019-07-25	Thursday	11:43:21	10	SB	4	115.58
2019-07-08	Monday	12:09:46	10	NB	1	114.33
2019-07-23	Tuesday	16:48:27	10	NB	1	114.05

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	790	44	5.6	22367	593	5588
5	NB	8	4813	67	1.4	73014	488	17523
6	NB	19	559	1	0.2	22462	19	5930
7	NB	11.5	185	0	0	11911	0	4892
8	NB	31	698	385	55.2	13476	6770	1887
9	NB	33	2514	101	4	153995	3093	37183
10	NB	33.5	620	30	4.8	40844	835	10540
11	NB	36.5	74	74	100	0	1720	0
12	NB	36.5	22	4	18.2	1484	110	414
13	NB	31.5	71	0	0	7590	0	2677
TOTAL	****	****	10346	706	****	347144	****	86633
<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	523	108	20.7	11552	1371	2664
5	SB	8	3425	837	24.4	37462	5932	8379
6	SB	19	754	42	5.6	22780	701	4626
7	SB	11.5	54	0	0	2553	0	966
8	SB	31	525	408	77.7	4414	8059	393
9	SB	33	2462	814	33.1	105045	22208	25331
10	SB	33.5	550	48	8.7	43782	1350	13483
11	SB	36.5	57	57	100	0	1056	0
12	SB	36.5	10	6	60	244	157	49
13	SB	31.5	26	0	0	2735	0	958
TOTAL	****	****	8386	2320	****	230566	****	56847
GRAND TOTAL	****	****	18732	3026	520	577709	54462	143480

Table 5 Gross Vehicle Weight by Class and Lane

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
1	62	43	13	121	240	0
2	418577	104589	89430	336201	948797	39.5
3	371150	76635	63339	311649	822772	34.2
4	21755	1204	64	12859	35882	1.5
5	67168	6334	4701	38693	116896	4.9
6	21410	1071	0	23481	45961	1.9
7	10979	932	0	2553	14464	0.6
8	19096	1150	0	12473	32720	1.4
9	145213	11875	0	127253	284342	11.8
10	37781	3899	0	45132	86811	3.6
11	1591	129	0	1056	2776	0.1
12	1492	103	0	401	1995	0.1
13	7218	372	0	2735	10325	0.4
TOTAL	1123492	208335	157547	914606	2403981	100
GVW/LANE	46.73	8.67	6.55	38.05	100	0

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0	0	0.0054
2	87	17	9	38	151	1	0.0014
3	222	33	16	112	383	2.54	0.0066
4	516	21	1	240	778	5.15	1.19
5	1149	75	27	374	1625	10.76	0.4
6	665	24	0	500	1189	7.87	1.81
7	259	19	0	65	343	2.27	2.83
8	432	12	0	120	565	3.74	0.93
9	3947	316	0	2798	7061	46.76	2.84
10	1001	70	0	1460	2531	16.76	4.31
11	3	0	0	1	4	0.02	0.13
12	60	4	0	6	71	0.47	3.49
13	298	12	0	91	401	2.66	7.44
TOTAL	8640	604	53	5804	15101	100	25
ESALS/LANE	57.2	4	0.4	38.4	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>
Aug 2018	358059	11550	592	339709	94.9	18350	5.1	90.6	9.4
Sep 2018	313915	10464	604	295806	94.2	18109.5	5.8	90.9	9.1
Oct 2018	288734	9314	557	271460	94	17274.5	6	91.5	8.5
Nov 2018	213943	7131	471	199800	93.4	14142.7	6.6	92.7	7.3
Dec 2018	202323	6977	389	190274	94	12049.2	6	93.6	6.4
Jan 2019	203082	6551	412	190300	93.7	12782.5	6.3	96.2	3.8
Feb 2019	184458	6588	402	173210	93.9	11247.6	6.1	91	9
Mar 2019	222183	7167	470	207616	93.4	14566.8	6.6	92.9	7.1
Apr 2019	213284	7109	424	200549	94	12734.7	6	93.5	6.5
May 2019	274445	8601	515	258492	94.2	15952.7	5.8	93.9	6.1
Jun 2019	311618	10387	579	294255	94.4	17363.2	5.6	93.6	6.4
Jul 2019	356490	11558	613	337476	94.7	19014.3	5.3	92.9	7.1
TOTAL	3142534	-	-	2958947	-	183588	-	-	-
AVERAGE	261878	8616	502	246579	94	15299	6	93	7

###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>
Aug 2018	7274	628	412	5605	13919	93	7	29.6
Sep 2018	7125	574	424	5493	13615	93	7	31.5
Oct 2018	7067	554	340	6223	14184	94	6	31.9
Nov 2018	6376	331	315	5768	12790	95	5	48.1
Dec 2018	5978	281	7355	5121	18736	59	41	85.7

Jan 2019	6348	398	15	5011	11772	96	4	64.8
Feb 2019	2855	313	24397	6316	33880	27	73	7.8
Mar 2019	6210	276	7776	7820	22080	64	36	95.1
Apr 2019	5158	248	118	5495	11019	97	3	46.4
May 2019	6651	375	39	5840	12906	97	3	30.5
Jun 2019	15762	1045	78	10706	27592	96	4	30.7
Jul 2019	8778	606	54	5816	15254	96	4	35.5
TOTAL	85582	5628	41322	75215	207747	-	-	-
AVERAGE	7132	469	3444	6268	17312	84	16	45

###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>
Aug 18	1029912	206482	199903	915971	2352268
Sep 18	928245	167946	179934	843547	2119672
Oct 18	874341	151885	156271	815285	1997782
Nov 18	703774	103950	86051	644760	1538536
Dec 18	685139	100086	67487	606959	1459670
Jan 19	682176	85152	31467	619015	1417811
Feb 19	523242	76780	67109	602583	1269714
Mar 19	756964	97404	91231	710157	1655755
Apr 19	699507	92039	78224	627597	1497367
May 19	898098	146399	99456	755605	1899557
Jun 19	2008556	353513	251596	1652087	4265752
Jul 19	1126610	208417	157710	915089	2407827
TOTAL	10916565	1790054	1466439	9708654	23881712
AVERAGE	909714	149171	122203	809055	1990143

###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>
Aug 2018	2476	0.7	13.5	830	275
Sep 2018	2546	0.8	14.1	934	286
Oct 2018	2727	0.9	15.8	1007	305
Nov 2018	2379	1.1	16.9	1102	355
Dec 2018	2093	1	16.5	1147	489
Jan 2019	2132	1.1	16	1062	401
Feb 2019	1870	1.1	16.9	1060	553
Mar 2019	2748	1.3	18.9	1486	736
Apr 2019	2116	1	16.7	764	241

May 2019	2475	0.9	15.6	829	170
Jun 2019	5196	0.8	15	1414	468
Jul 2019	2973	0.8	15.7	999	370
TOTAL	31731	-	-	12634	4649
AVERAGE	2644.2	1	16	1052.8	387.4

###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>
Aug 2018	73261	62083	135345	54.1	45.9
Sep 2018	75479	60417	135896	55.5	44.5
Oct 2018	71194	66929	138122	51.5	48.5
Nov 2018	59228	61355	120584	49.1	50.9
Dec 2018	53907	52938	106845	50.5	49.5
Jan 2019	57703	52459	110162	52.4	47.6
Feb 2019	29089	60935	90023	32.3	67.7
Mar 2019	57188	75044	132232	43.2	56.8
Apr 2019	49952	53049	103001	48.5	51.5
May 2019	64933	57952	122885	52.8	47.2
Jun 2019	148605	106963	255569	58.1	41.9
Jul 2019	86633	56847	143480	60.4	39.6
TOTAL	827174	766970	1594144	-	-
AVERAGE	68931.1	63914.2	132845.3	50.7	49.3