

APRIL 2019



**WIM #33  
US 212, MP 78.5  
OLIVIA, MN**

**MONTHLY  
REPORT**



*Your Destination...Our Priority*



## WIM Site Location

WIM #33 is located on US 212 near Olivia in Renville county.

## System Operation

WIM #33 was operational for the entire month of April 2019. Volume was computed using all monthly data.

## System Calibration

WIM #33 was most recently calibrated on 2015-06-17. 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: 140330 | Passenger Vehicles: 121113 | Heavy Commercial Vehicles: 19217

Monthly Average Daily Traffic (MADT): 4678 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 641

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 Thursdays. 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 03 PM and 05 PM. Similarly, WB PVs peaked in volume between 03 PM and 05 PM

### Heavy Commercial Vehicles (HCVs)

**Volume trends.** On an average 24-hour day, HCVs traveling EB typically reached peak volume levels between 03 PM and 05 PM, while volume going WB peaked between 03 PM and 05 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 19217 HCVs, 1064 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 0.8% of total monthly volume, and 5.6% of total monthly

HCV volume. EB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Sundays. WB overweight vehicles tended to reach highest volumes on Wednesdays, with lowest volumes reported on Saturdays. See Figure 3 . The top two overweight violators by class were the class 9 and class 13 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 69.8% 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 <sup>4</sup>.

Using normal load limits ,177 EB vehicles exceeded 88,000 pounds (164 vehicles were Class 13's; 9 vehicles were Class 10's). Of vehicles traveling WB,

36 EB vehicles exceeded 88,000 pounds (29 vehicles were Class 13's; 4 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from April 2019.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in April 2019. Data suggests that there were greater numbers of fully\_loaded Class 9's than empty Class 9's traveling EB, while there were more 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 157505 tons of freight was recorded to have crossed the WIM. More freight was shipped EB (54.8%) than WB (45.2%). See Table 4 and Figure 11 for more freight information.

### Infrastructure Considerations

**Bridge.** Bridge No. 6299 (a box culvert) is approximately 13.4 miles east of WIM #33, and Bridge No. 96640 (a box culvert) is 2.5 miles west of WIM #33. WIM #33 recorded a total of 140330 vehicles with a combined GVW of 1384390 kips (1 kip = 1,000 pounds = 0.5 tons) in April 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 12848 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 55.1% of all ESALs were recorded EB while 44.9% was observed WB. In particular, 79% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 45% 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).

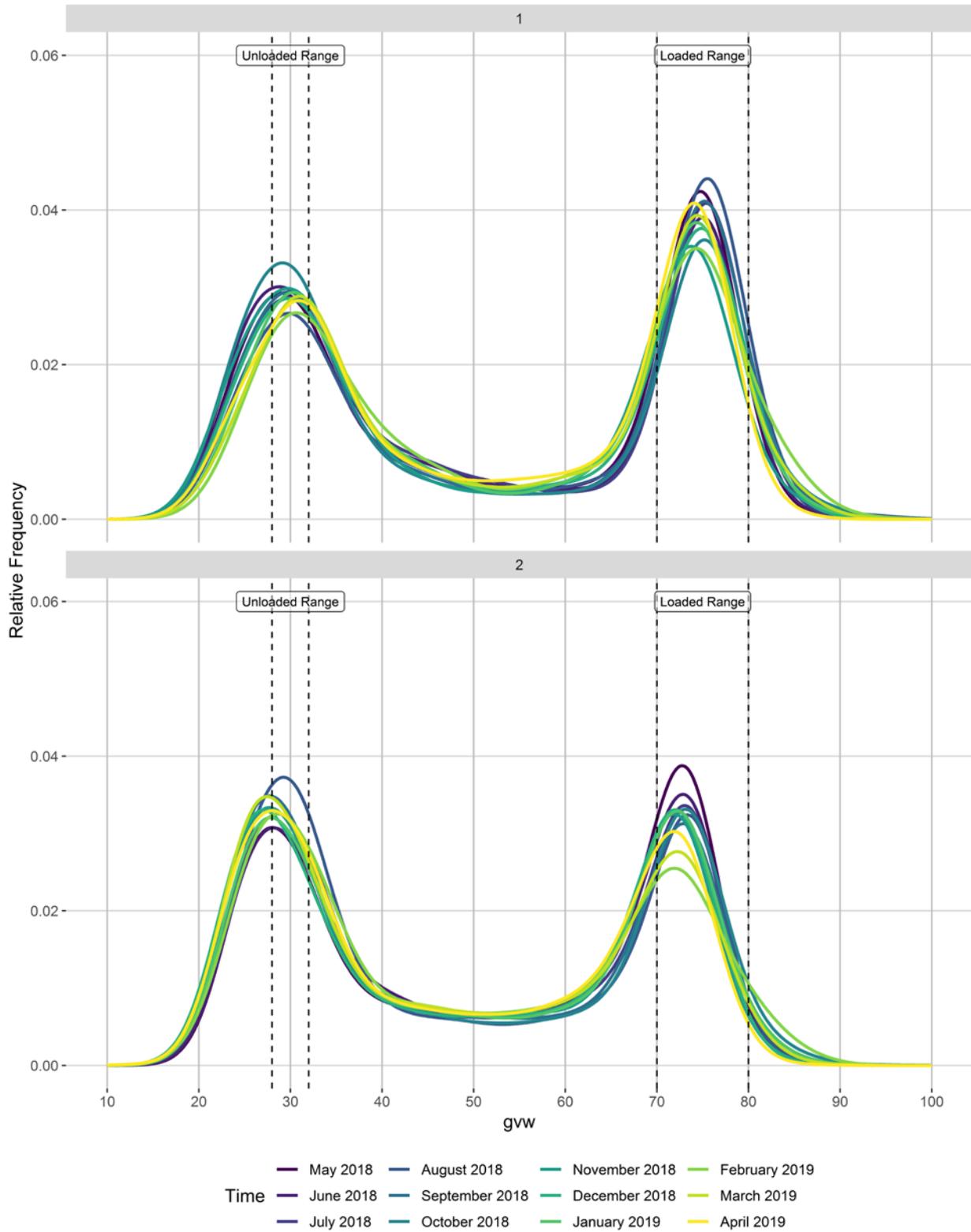
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

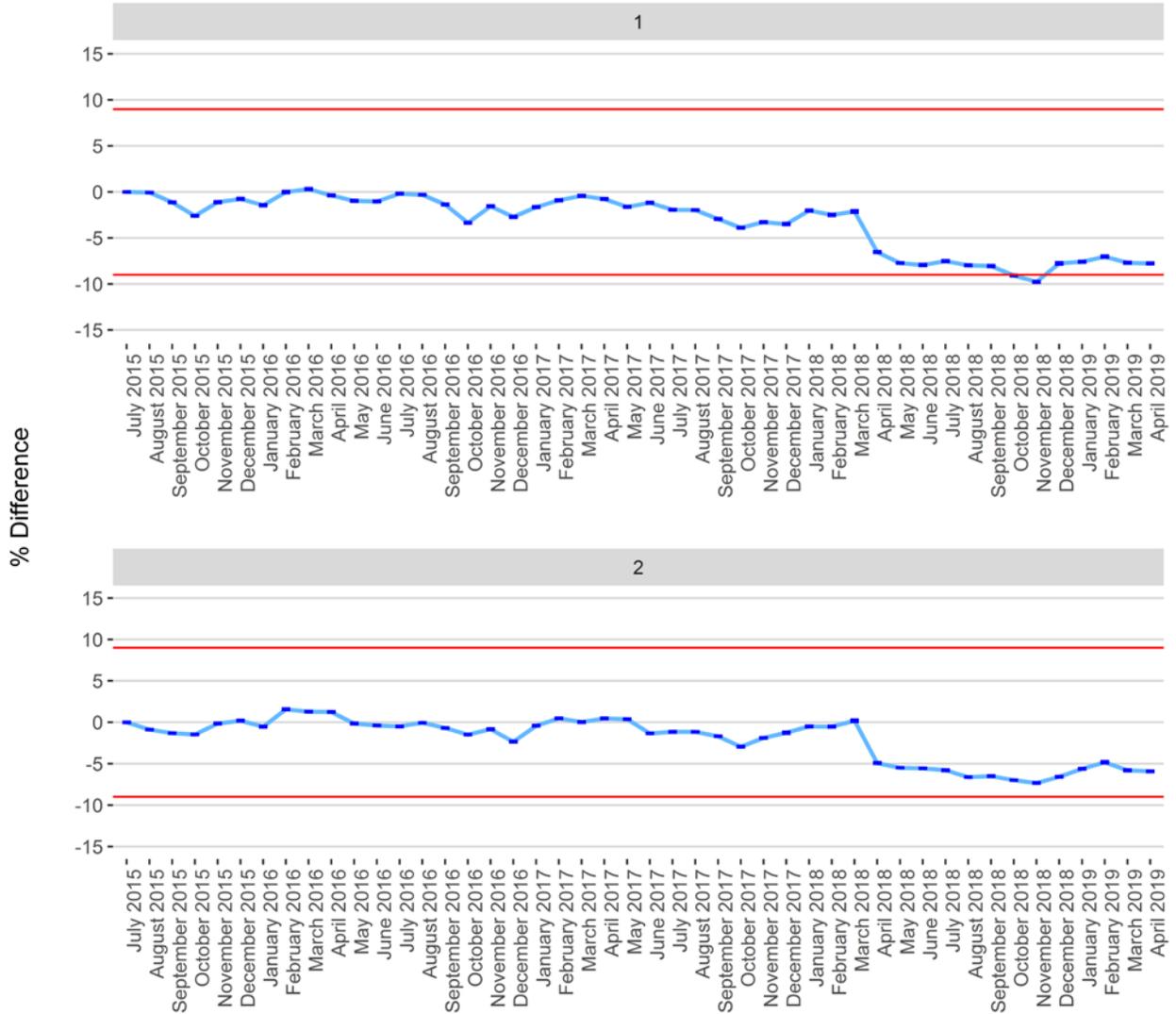
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Figure 1 - Monthly Class 9 GVW Histogram



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

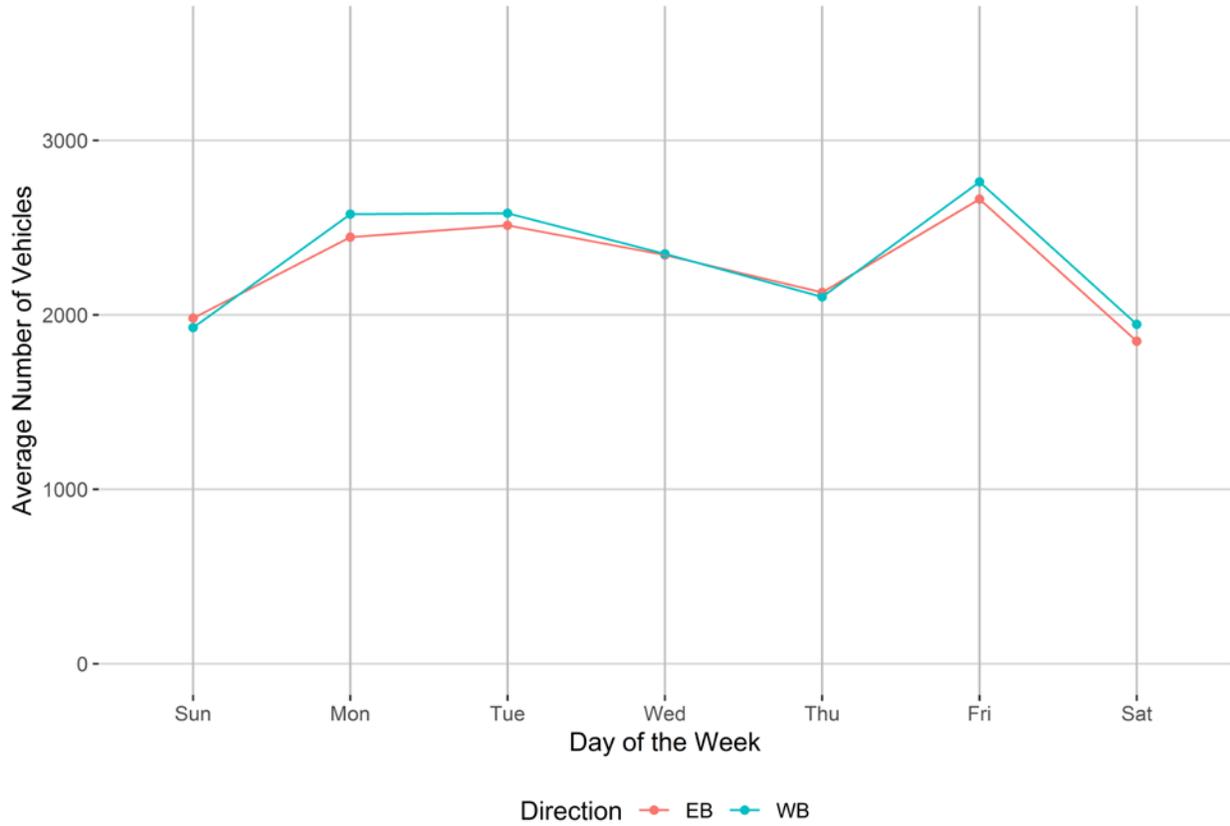


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

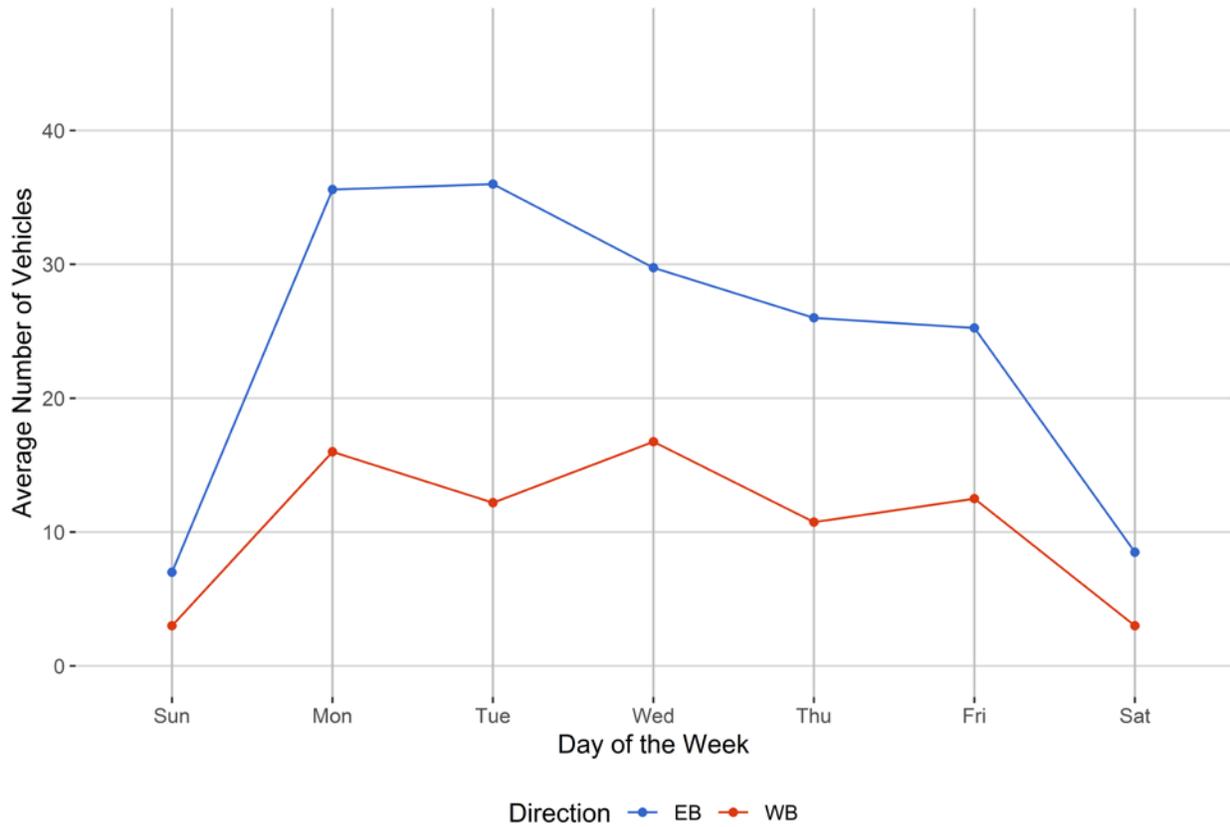


Figure 4 - Passenger Vehicles vs. Hour of the Day

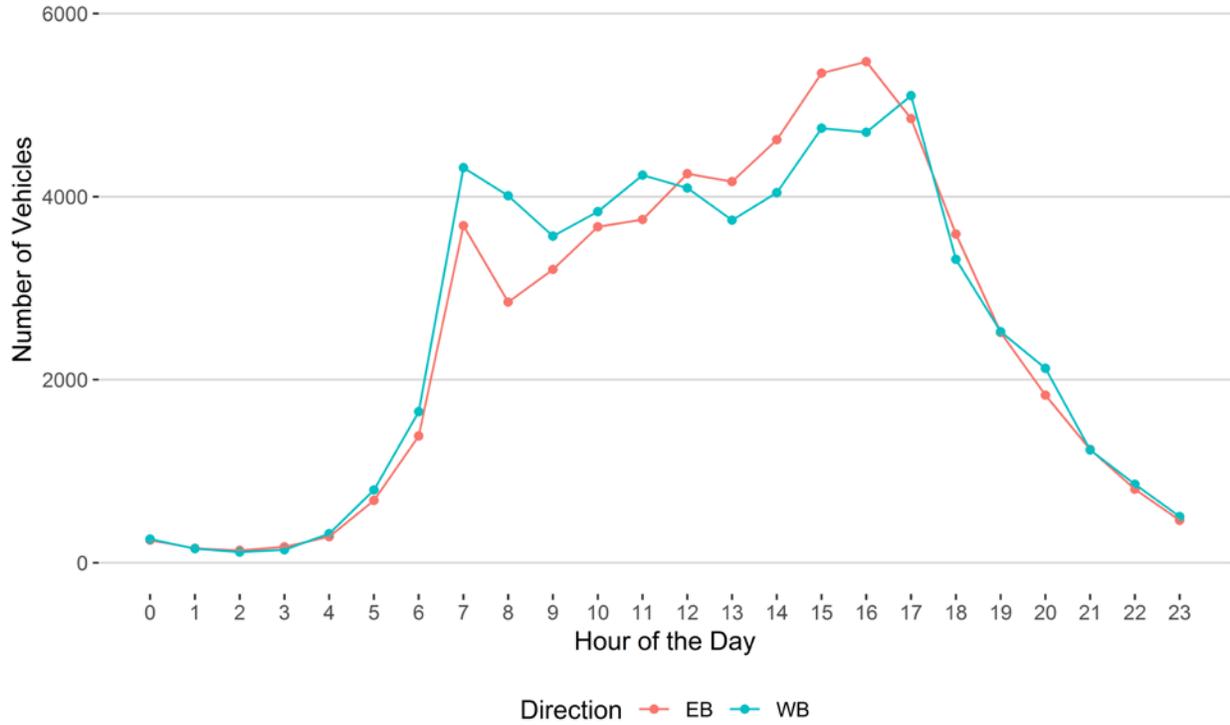


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

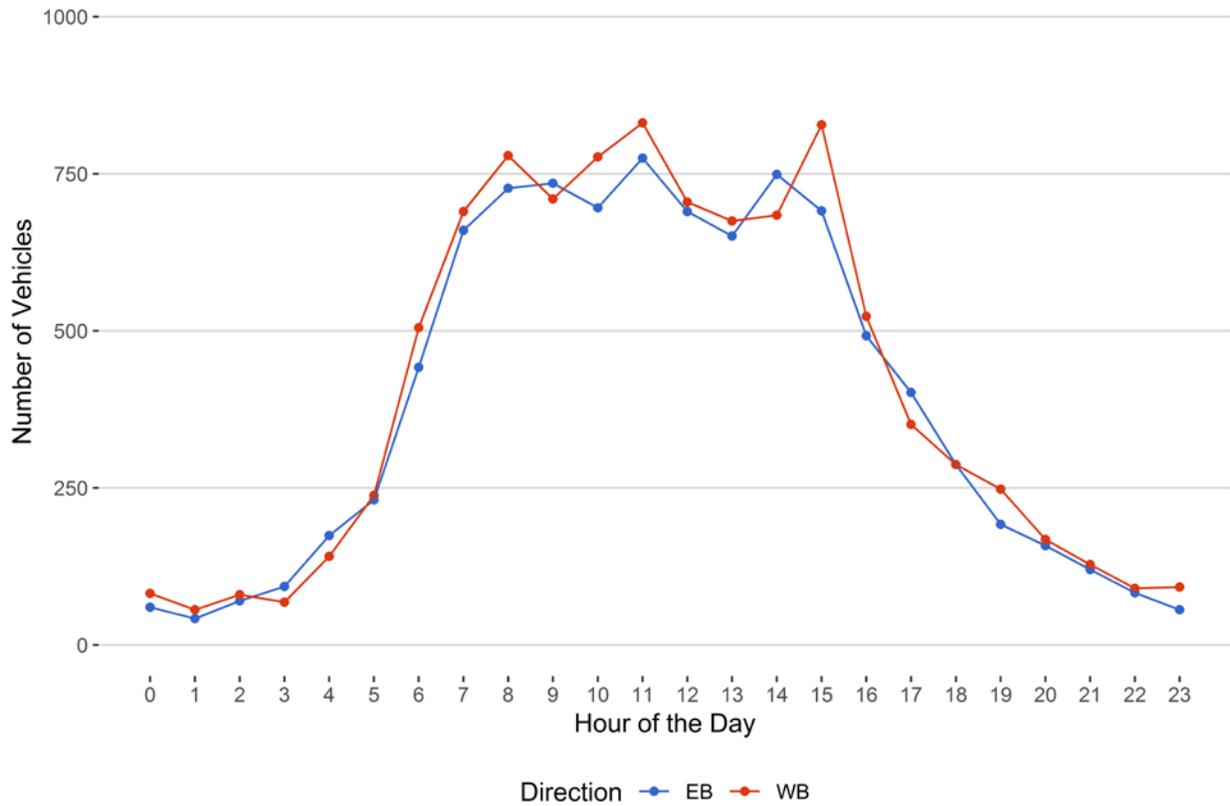




Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

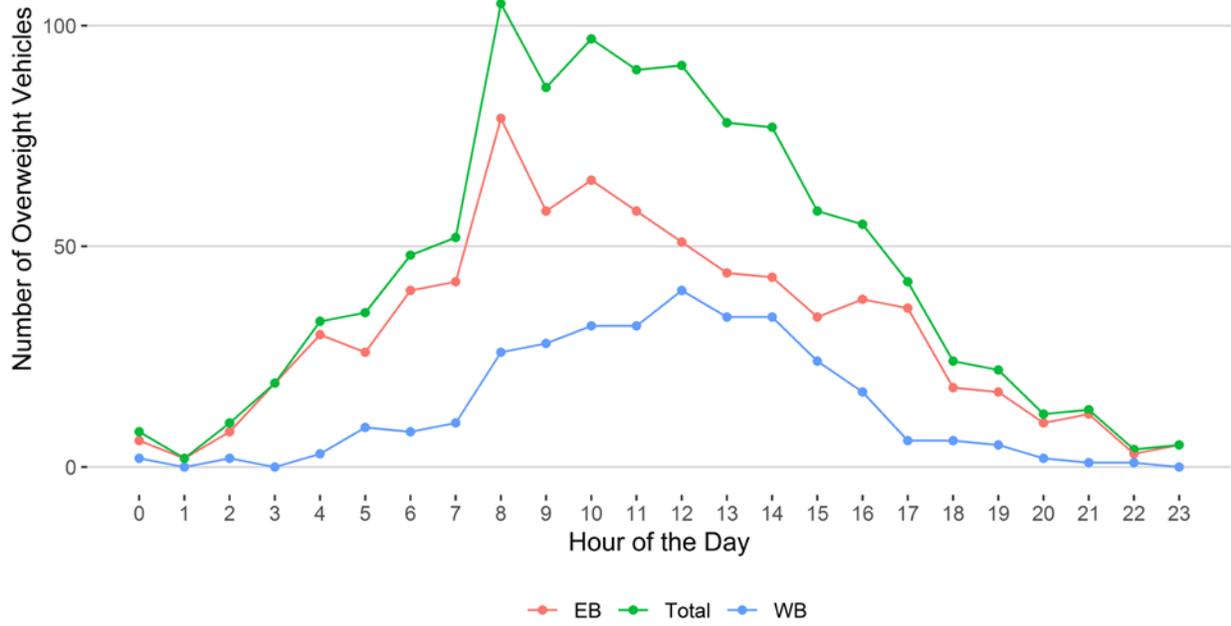
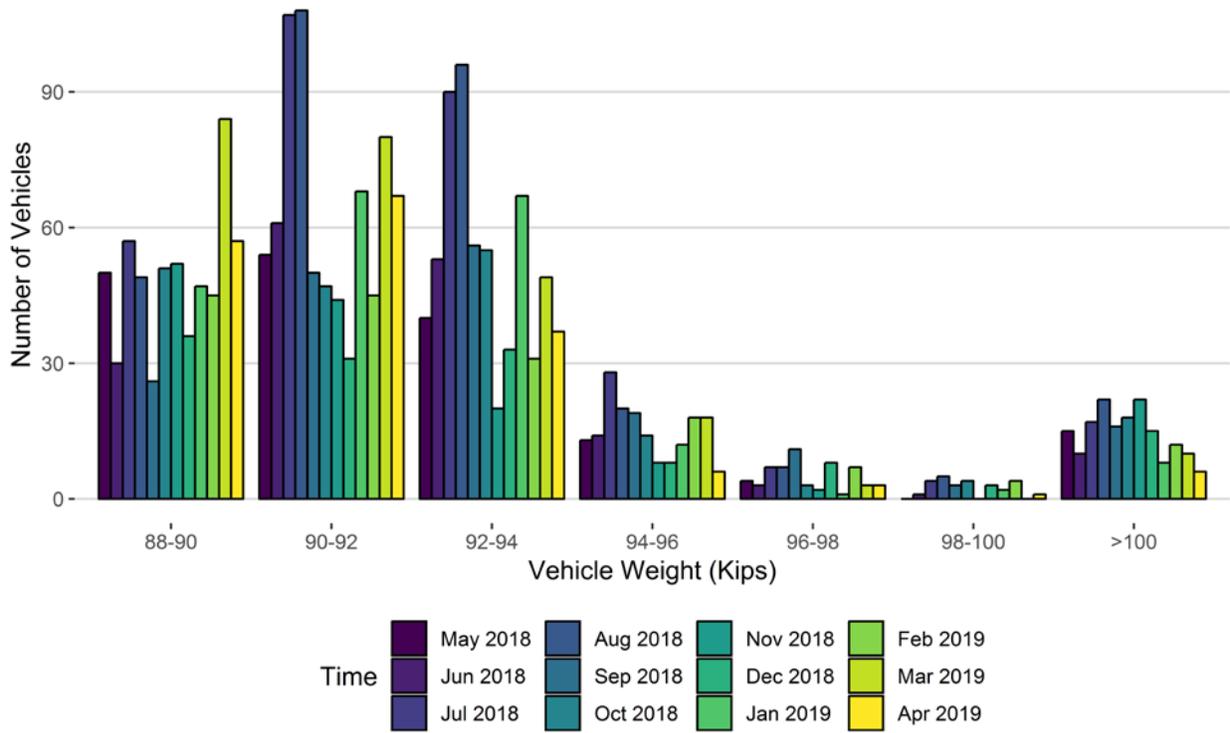
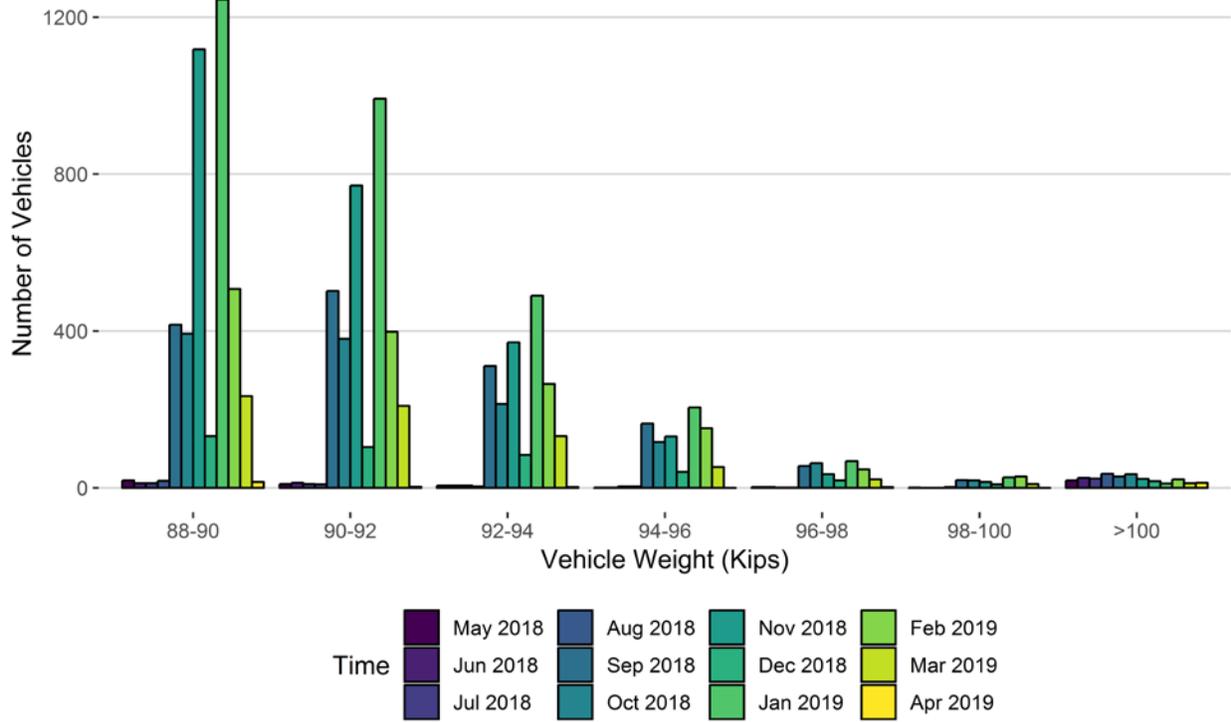


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019
88-90	50	30	57	49	26	51	52	36	47	45	84	57
90-92	54	61	107	108	50	47	44	31	68	45	80	67
92-94	40	53	90	96	56	55	20	33	67	31	49	37
94-96	13	14	28	20	19	14	8	8	12	18	18	6
96-98	4	3	7	7	11	3	2	8	1	7	3	3
98-100	0	1	4	5	3	4	0	3	2	4	0	1
>100	15	10	17	22	16	18	22	15	8	12	10	6
Total	176	172	310	307	181	192	148	134	205	162	244	177

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



Vehicle Weights (Kips)	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019
88-90	19	12	12	18	416	393	1118	132	1245	507	234	15
90-92	10	13	10	9	502	380	771	104	992	398	209	3
92-94	6	6	6	4	311	214	371	84	490	265	132	2
94-96	1	1	4	4	164	117	131	41	205	152	53	0
96-98	2	2	1	1	56	63	35	19	68	47	22	2
98-100	1	0	0	2	20	19	15	9	27	29	10	0
>100	19	26	24	36	29	35	23	17	11	22	12	13
<b>Total</b>	<b>58</b>	<b>60</b>	<b>57</b>	<b>74</b>	<b>1498</b>	<b>1221</b>	<b>2464</b>	<b>406</b>	<b>3038</b>	<b>1420</b>	<b>672</b>	<b>35</b>

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

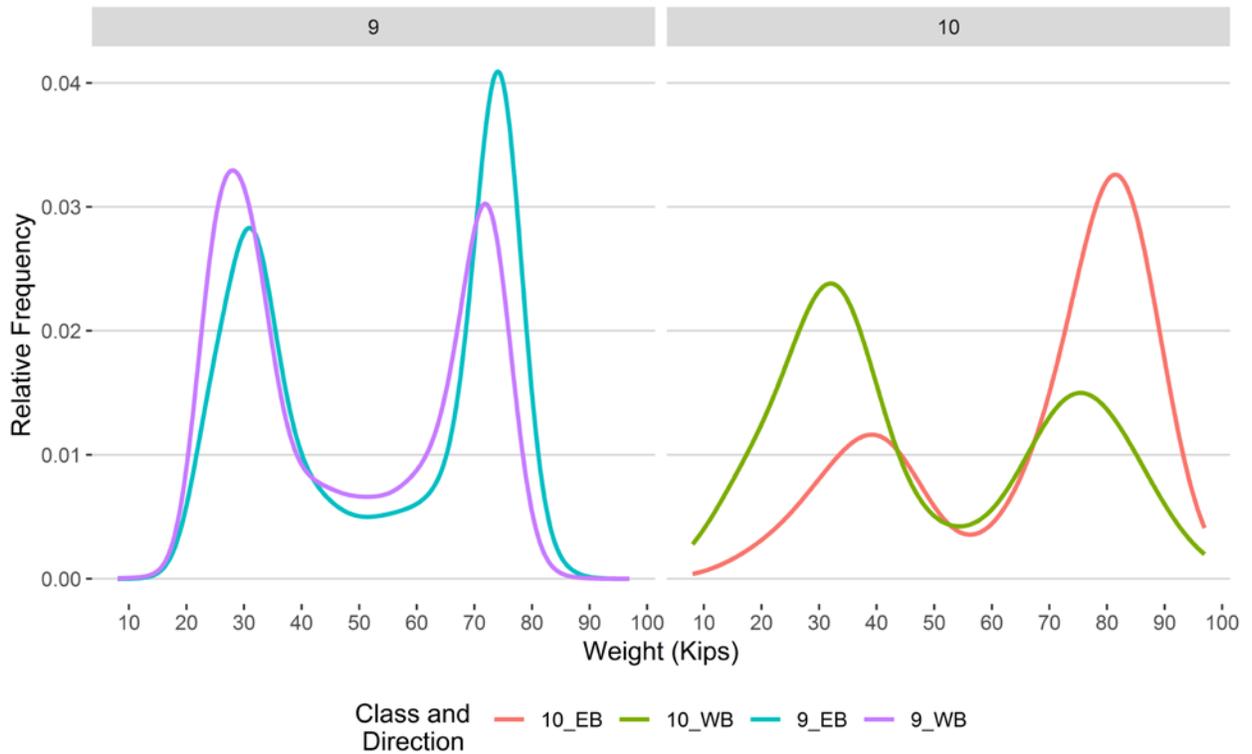


Figure 9 - Freight Percentage by Direction and Class

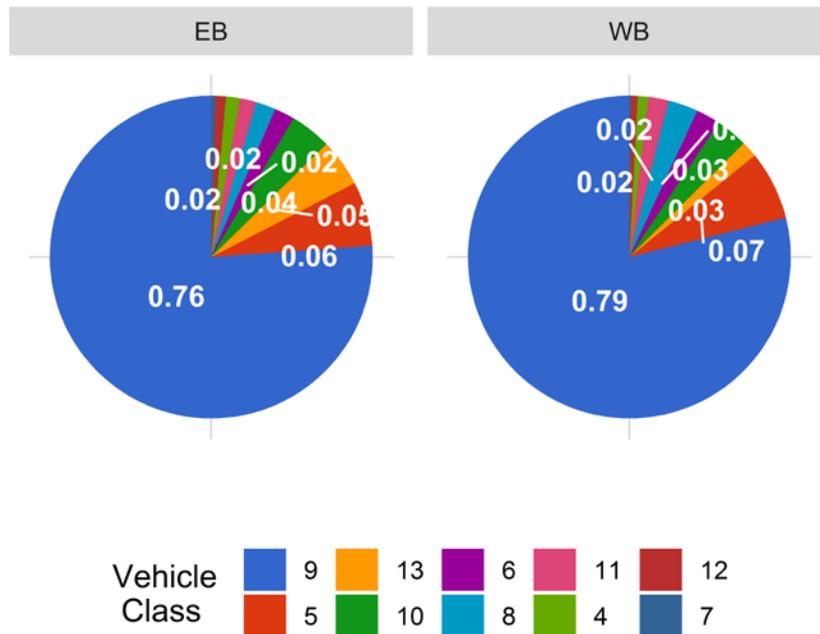


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

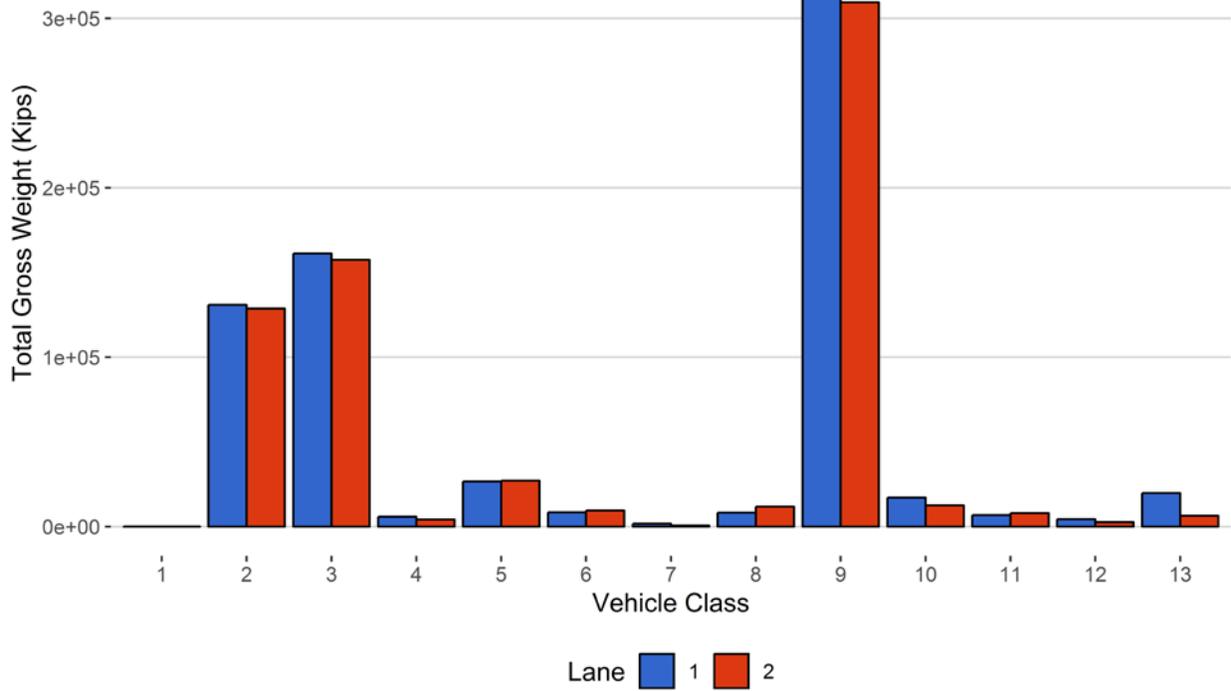


Figure 11 - Total Gross Vehicle Weight t

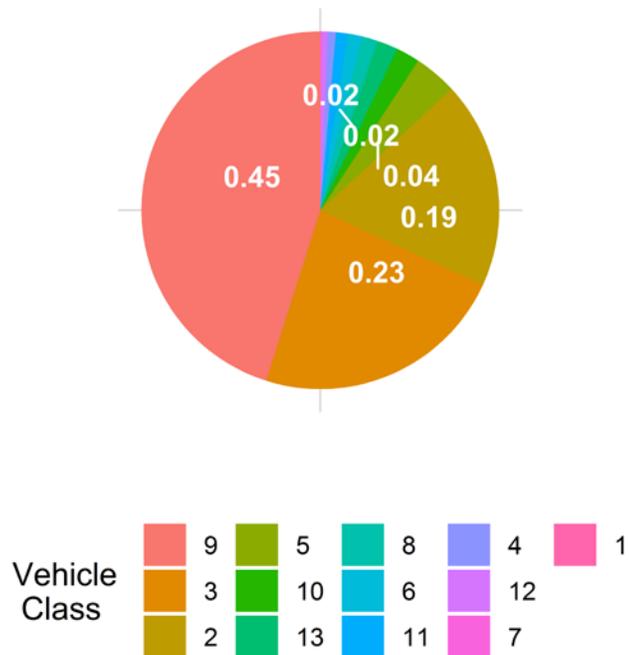


Figure 12 - Total ESALs by Class and Lane

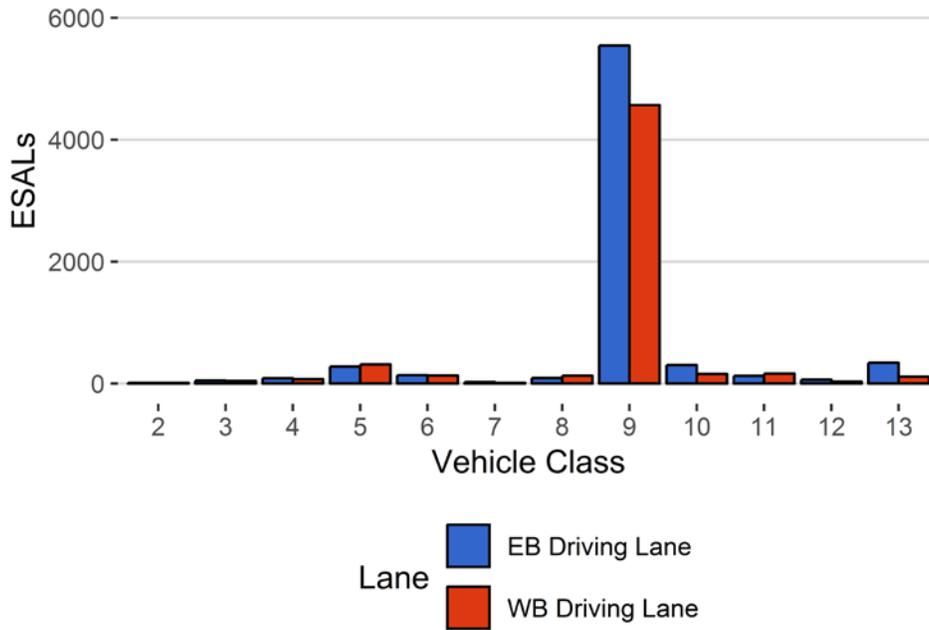
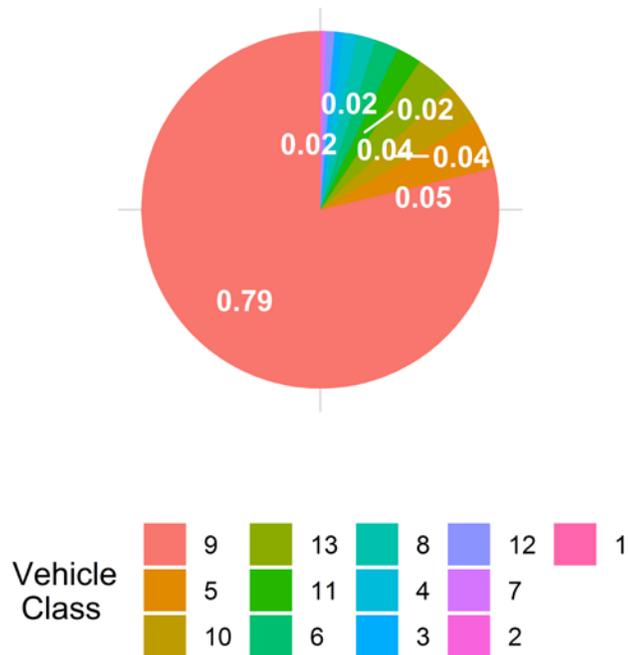


Figure 13 - ESALs by Class



**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>
July 2015	11.76	0.00	10.98	0.00
August 2015	11.75	-0.07	10.89	-0.88
September 2015	11.62	-1.13	10.84	-1.31
October 2015	11.45	-2.60	10.82	-1.46
November 2015	11.63	-1.12	10.97	-0.15
December 2015	11.67	-0.76	11.00	0.20
January 2016	11.59	-1.44	10.92	-0.53
February 2016	11.76	-0.01	11.16	1.58
March 2016	11.79	0.31	11.12	1.28
April 2016	11.71	-0.37	11.12	1.23
May 2016	11.64	-0.97	10.97	-0.15
June 2016	11.64	-1.04	10.94	-0.39
July 2016	11.74	-0.19	10.93	-0.49
August 2016	11.72	-0.31	10.98	-0.05
September 2016	11.60	-1.36	10.91	-0.69
October 2016	11.36	-3.35	10.82	-1.48
November 2016	11.58	-1.55	10.89	-0.83
December 2016	11.44	-2.72	10.72	-2.35
January 2017	11.56	-1.65	10.94	-0.41
February 2017	11.65	-0.91	11.03	0.47
March 2017	11.71	-0.43	10.99	0.03
April 2017	11.67	-0.77	11.03	0.46
May 2017	11.57	-1.63	11.02	0.37
June 2017	11.62	-1.18	10.84	-1.33
July 2017	11.53	-1.94	10.86	-1.15
August 2017	11.53	-1.98	10.86	-1.15
September 2017	11.41	-2.94	10.80	-1.68
October 2017	11.30	-3.90	10.66	-2.94
November 2017	11.37	-3.28	10.77	-1.89
December 2017	11.35	-3.49	10.84	-1.26
January 2018	11.52	-2.02	10.93	-0.49
February 2018	11.46	-2.50	10.93	-0.52
March 2018	11.51	-2.12	11.00	0.19
April 2018	10.99	-6.53	10.44	-4.92
May 2018	10.85	-7.73	10.38	-5.48
June 2018	10.82	-7.93	10.37	-5.55
July 2018	10.87	-7.53	10.35	-5.78
August 2018	10.82	-7.97	10.26	-6.62
September 2018	10.81	-8.05	10.27	-6.50

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October 2018	10.69	-9.08	10.22	-6.98
November 2018	10.61	-9.77	10.18	-7.32
December 2018	10.84	-7.77	10.26	-6.58
January 2019	10.86	-7.59	10.37	-5.61
February 2019	10.93	-7.03	10.45	-4.83
March 2019	10.85	-7.70	10.35	-5.79
April 2019	10.84	-7.77	10.33	-5.92

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**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	1	26	0	0	0
2	2205	66155	47.1	0	0
3	1831	54932	39.1	0	0
4	12	348	0.2	12	1.1
5	127	3811	2.7	29	2.7
6	22	655	0.5	28	2.6
7	1	44	0	3	0.3
8	22	671	0.5	17	1.6
9	416	12482	8.9	541	50.8
10	17	520	0.4	138	13
11	9	280	0.2	5	0.5
12	4	111	0.1	26	2.4
13	10	295	0.2	265	24.9
<b>TOTAL</b>	<b>4678</b>	<b>140330</b>	<b>100</b>	<b>1064</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>
2019-04-01	Monday	10:07:03	10	WB	2	96.93
2019-04-29	Monday	04:20:19	10	EB	1	92.35
2019-04-10	Wednesday	09:49:45	10	WB	2	92.21
2019-04-06	Saturday	07:09:30	10	EB	1	91.86
2019-04-02	Tuesday	12:59:52	10	EB	1	91.47
2019-04-23	Tuesday	18:16:20	10	WB	2	91.44
2019-04-01	Monday	20:05:20	10	EB	1	90.37
2019-04-19	Friday	02:17:35	10	WB	2	90.25
2019-04-15	Monday	07:51:42	10	EB	1	89.6
2019-04-24	Wednesday	02:49:14	10	EB	1	89.13

**Table 4 Freight Summary**

<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	EB	15	195	21	10.8	5603	268	1496
5	EB	8	1873	292	15.6	24475	2122	5913
6	EB	19	294	75	25.5	7105	1287	1472
7	EB	11.5	30	0	0	1719	0	687
8	EB	31	279	183	65.6	3688	4544	356
9	EB	33	5921	1744	29.5	265474	49320	63816
10	EB	33.5	255	24	9.4	16434	645	4348
11	EB	36.5	138	38	27.5	5455	1277	903
12	EB	36.5	68	0	0	4326	0	922
13	EB	31.5	223	0	0	19754	0	6365
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>9276</b>	<b>2377</b>	<b>****</b>	<b>354033</b>	<b>****</b>	<b>86278</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	WB	15	149	34	22.8	3695	440	985
5	WB	8	1897	311	16.4	24843	2243	6077
6	WB	19	354	92	26	7970	1517	1496
7	WB	11.5	14	0	0	640	0	239
8	WB	31	385	215	55.8	6353	5474	541
9	WB	33	6428	2443	38	242530	66915	55513
10	WB	33.5	259	103	39.8	9814	2753	2294
11	WB	36.5	139	14	10.1	7439	478	1438
12	WB	36.5	42	2	4.8	2572	52	556
13	WB	31.5	69	0	0	6347	0	2087
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>9736</b>	<b>3214</b>	<b>****</b>	<b>312203</b>	<b>****</b>	<b>71227</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>19012</b>	<b>5591</b>	<b>398</b>	<b>666236</b>	<b>139336</b>	<b>157505</b>

**Table 5 Gross Vehicle Weight by Class and Lane**

<i>Vehicle Class</i>	<i>EB</i>	<i>WB</i>	<i>Total</i>	<i>Percentage</i>
1	16	18	34	0
2	130884	128674	259559	18.8
3	161234	157469	318702	23
4	5870	4135	10006	0.7
5	26596	27086	53682	3.9
6	8392	9488	17880	1.3
7	1719	640	2359	0.2
8	8232	11827	20059	1.4
9	314794	309445	624239	45.1
10	17079	12568	29647	2.1
11	6732	7918	14650	1.1
12	4326	2624	6950	0.5
13	19754	6347	26101	1.9
<b>TOTAL</b>	<b>705629</b>	<b>678237</b>	<b>1383865</b>	<b>100</b>
<b>GVW/LANE</b>	<b>50.99</b>	<b>49.01</b>	<b>100</b>	<b>0.01</b>

**Table 6 ESALs by Class and Lane and Flexible ESAL Factors**

<i>Vehicle Class</i>	<i>EB</i>	<i>WB</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0.037
2	15	14	29	0.2	9e-04
3	51	46	97	0.8	0.0036
4	90	73	163	1.3	0.95
5	280	314	594	4.6	0.32
6	139	132	271	2.1	0.84
7	27	13	40	0.3	1.69
8	92	130	221	1.7	0.67
9	5545	4567	10112	78.8	1.64
10	307	160	467	3.6	1.81
11	125	166	291	2.3	2.07
12	63	32	95	0.7	1.67
13	344	114	458	3.6	3.06
<b>TOTAL</b>	<b>7077</b>	<b>5761</b>	<b>12838</b>	<b>100</b>	<b>15</b>
<b>ESALS/LANE</b>	<b>55.1</b>	<b>44.9</b>	<b>100</b>	-	-

**Table 7 Site Summary: Volume and Vehicle Class**

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCADT</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>
May 2018	166568	5373	771	142675	85.7	23892.8	14.3
Jun 2018	160782	5359	682	140315	87.3	20466.9	12.7
Jul 2018	158910	5126	651	138715	87.3	20194.6	12.7
Aug 2018	170178	5490	762	146561	86.1	23616.9	13.9
Sep 2018	159803	5327	761	136968	85.7	22835.3	14.3
Oct 2018	168472	5435	901	140528	83.4	27944	16.6
Nov 2018	159326	5311	1002	129266	81.1	30060.4	18.9
Dec 2018	137277	4576	562	119844	87.3	17433.5	12.7
Jan 2019	136631	4407	857	110055	80.5	26575.5	19.5
Feb 2019	114260	4081	721	94070	82.3	20190.2	17.7
Mar 2019	138776	4477	648	118679	85.5	20096.7	14.5
Apr 2019	140330	4678	641	121113	86.3	19216.6	13.7
<b>TOTAL</b>	<b>1811313</b>	<b>-</b>	<b>-</b>	<b>1538789</b>	<b>-</b>	<b>272523</b>	<b>-</b>
<b>AVERAGE</b>	<b>150943</b>	<b>4970</b>	<b>747</b>	<b>128232</b>	<b>85</b>	<b>22710</b>	<b>15</b>

## ESALS

<i>Month</i>	<i>ESALS EB Driving Lane</i>	<i>ESALS WB Driving Lane</i>	<i>Total ESALS</i>	<i>Pavement Life Decrease Months</i>
May 2018	9112	8387	17499	1.6
Jun 2018	7690	7131	14821	1.5
Jul 2018	8215	6839	15054	3.2
Aug 2018	10307	7791	18098	5
Sep 2018	8379	8992	17371	2
Oct 2018	9647	10834	20480	2.5
Nov 2018	8223	12550	20773	3
Dec 2018	6326	6234	12560	2.5
Jan 2019	7551	12934	20486	3.3
Feb 2019	7266	8726	15992	3.6
Mar 2019	7505	7468	14973	2.2
Apr 2019	7081	5767	12848	0.6
<b>TOTAL</b>	<b>97302</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>8108</b>	<b>8638</b>	<b>16746</b>	<b>3</b>

## Gross Vehicle Weight

<i>Month</i>	<i>GVW EB Driving Lane</i>	<i>GVW WB Driving Lane</i>	<i>Total GVW Kips</i>
May 18	865371	861844	1727214
Jun 18	780636	785631	1566267
Jul 18	791746	765202	1556948
Aug 18	890959	859371	1750330
Sep 18	787783	920089	1707873
Oct 18	910823	1024892	1935715
Nov 18	876238	1195186	2071423
Dec 18	663511	704078	1367589
Jan 19	748717	1130601	1879318
Feb 19	624281	797364	1421645
Mar 19	705802	775079	1480881
Apr 19	705844	678545	1384390
<b>TOTAL</b>	<b>9351711</b>	<b>10497883</b>	<b>19849594</b>
<b>AVERAGE</b>	<b>779309</b>	<b>874824</b>	<b>1654133</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>
May 2018	1525	0.9	6.4	235	36
Jun 2018	1304	0.8	6.4	233	37
Jul 2018	1689	1.1	8.4	367	45
Aug 2018	2180	1.3	9.3	381	65
Sep 2018	3471	2.2	15.2	1680	69
Oct 2018	3913	2.3	14	1414	76
Nov 2018	6184	3.9	20.7	2613	60
Dec 2018	1711	1.2	9.6	540	44
Jan 2019	6767	5	25.7	3243	48
Feb 2019	4196	3.8	21.2	1582	67
Mar 2019	2644	1.9	13.3	916	32
Apr 2019	1066	0.8	5.6	213	20
<b>TOTAL</b>	<b>36650</b>	<b>-</b>	<b>-</b>	<b>13417</b>	<b>599</b>
<b>AVERAGE</b>	<b>3054.2</b>	<b>2.1</b>	<b>13</b>	<b>1118.1</b>	<b>49.9</b>

## Freight

<i>Month</i>	<i>EB Freight Tons</i>	<i>WB Freight Tons</i>	<i>Total Freight</i>	<i>EB Freight %</i>	<i>WB Freight %</i>
May 2018	107468	104264	211732	50.8	49.2
Jun 2018	89560	86293	175852	50.9	49.1
Jul 2018	95779	81593	177372	54	46
Aug 2018	116744	92910	209654	55.7	44.3
Sep 2018	95591	132764	228355	41.9	58.1
Oct 2018	107491	153333	260824	41.2	58.8
Nov 2018	93278	223361	316640	29.5	70.5
Dec 2018	71575	83742	155317	46.1	53.9
Jan 2019	81765	228122	309886	26.4	73.6
Feb 2019	80540	135572	216113	37.3	62.7
Mar 2019	86502	104160	190662	45.4	54.6
Apr 2019	86278	71227	157505	54.8	45.2
<b>TOTAL</b>	<b>1112572</b>	<b>1497339</b>	<b>2609912</b>	-	-
<b>AVERAGE</b>	<b>92714.4</b>	<b>124778.3</b>	<b>217492.6</b>	<b>44.5</b>	<b>55.5</b>