

JANUARY 2018



**WIM #49
I-90,
MP 42.6
WORTHINGTON,
MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #49 is located on I-90 near Worthington in Nobles county.

System Operation

WIM #49 was operational for the entire month of January 2018. Volume was computed using all monthly data.

System Calibration

WIM #49 was most recently calibrated on 2017-12-15. 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. 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: 242457 | Passenger Vehicles: 195903 | Heavy Commercial Vehicles: 46554

Monthly Average Daily Traffic (MADT): 7821 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1502

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 Mondays (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 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 02 PM and 04 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 46554 HCVs, 11310 of them were overweight ³. These overweight HCVs contributed to 4.9% of total monthly volume, and 25.3% 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 Fridays, 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 69.6% of all overweight vehicles traveling WB 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 ,246 EB vehicles exceeded 88,000 pounds (136 vehicles were Class 9's; 63 vehicles were Class 10's). Of vehicles traveling WB,

2556 EB vehicles exceeded 88,000 pounds (2293 vehicles were Class 9's; 184 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 empty Class 10's than fully_loaded traveling in the EB direction. In the WB direction, there were more fully_loaded class 10 vehicles.

Freight Totals. A total of 570353 tons of freight was recorded to have crossed the WIM. More freight was shipped WB (58.6%) than EB (41.4%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 53815 and 53816 (Prestressed Beam Span) are approximately .18 miles east of WIM #49. Bridge No. 53813 and 53814 (Prestressed Beam Span) are approximately .43 miles west of WIM #49. WIM #49 recorded a total of 242457 vehicles with a combined GVW of 3412652 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 58984 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 62.9% of all ESALs were recorded WB while 37.1% was observed EB. In particular, 87% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 62% 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).

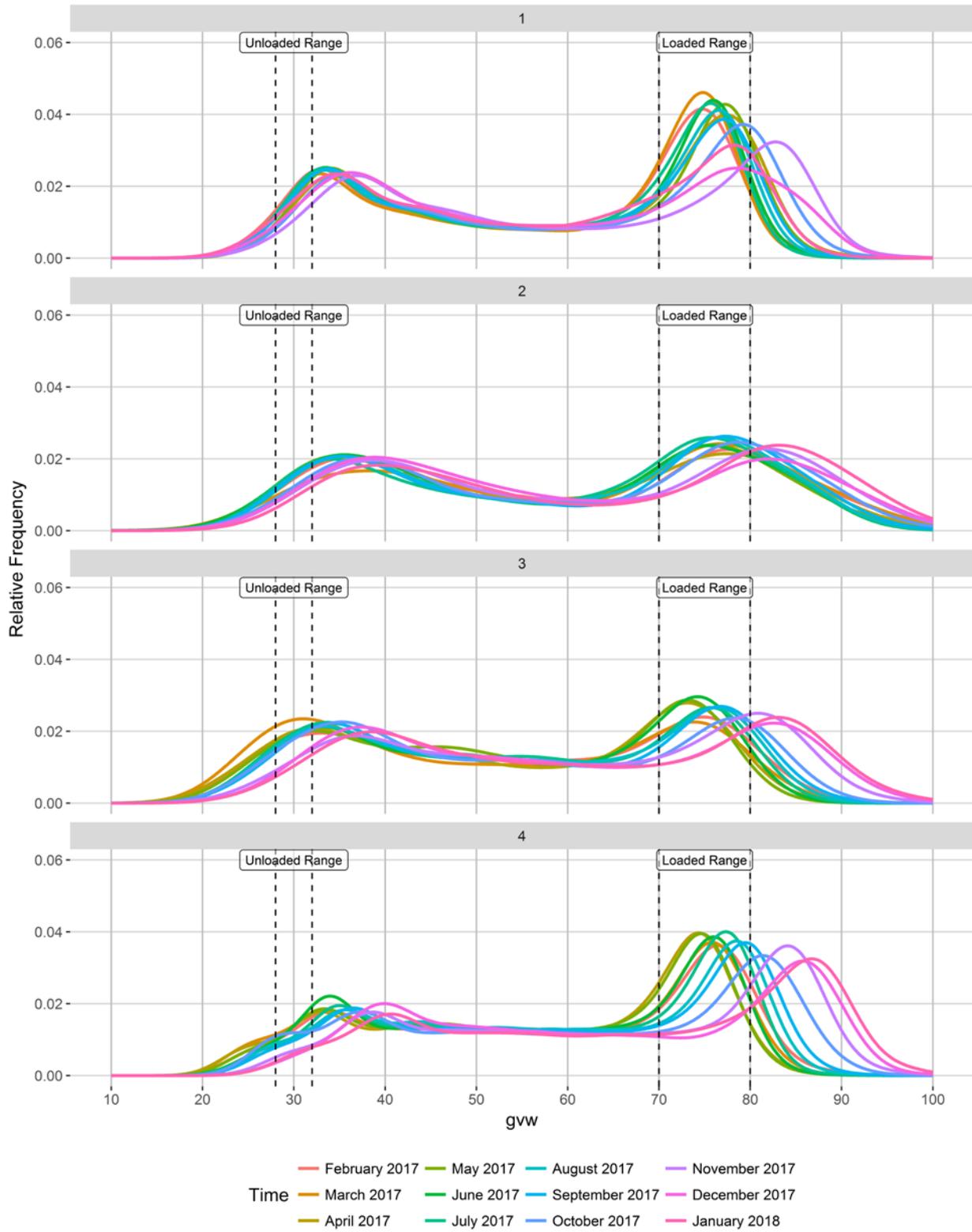
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

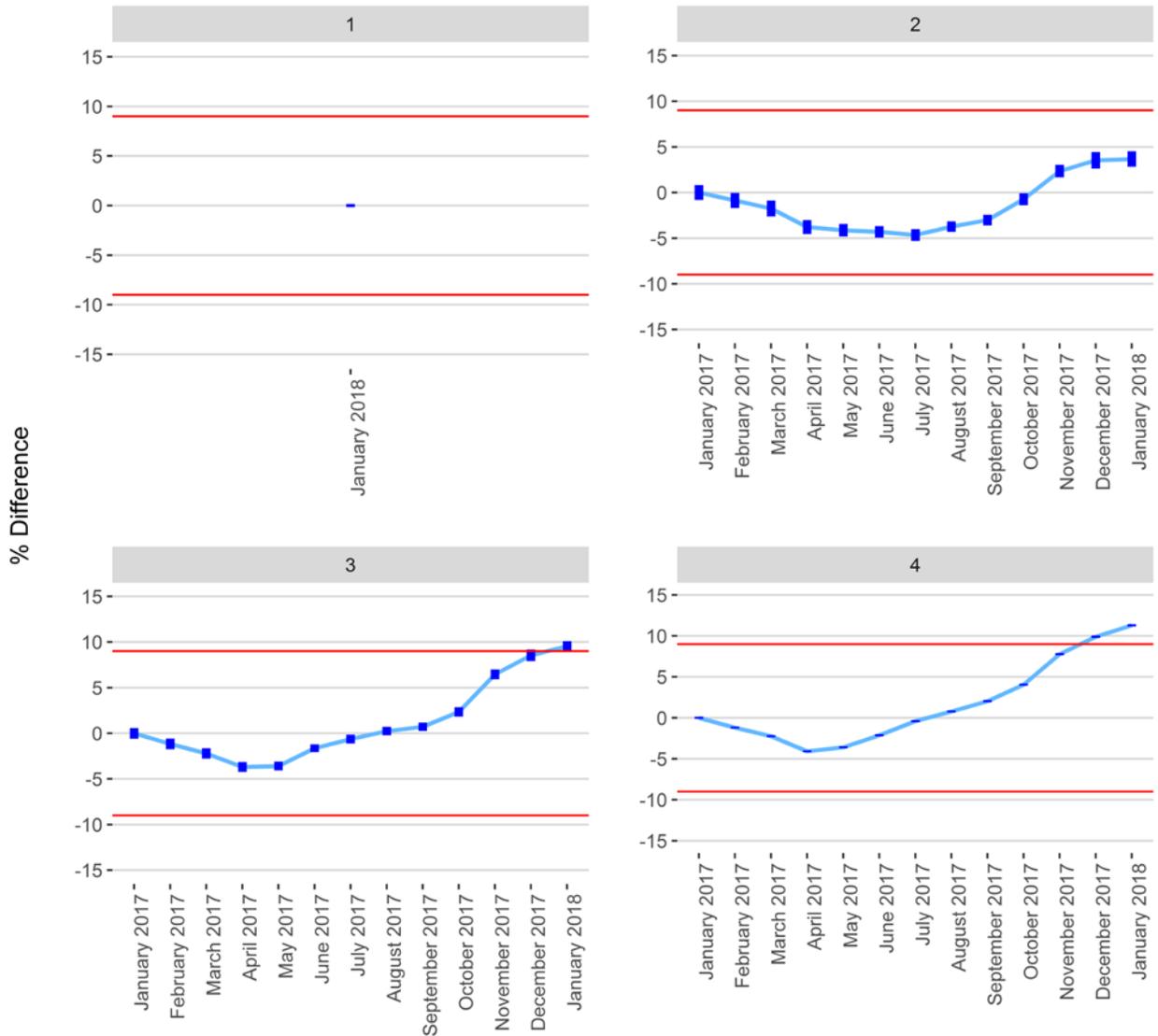
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

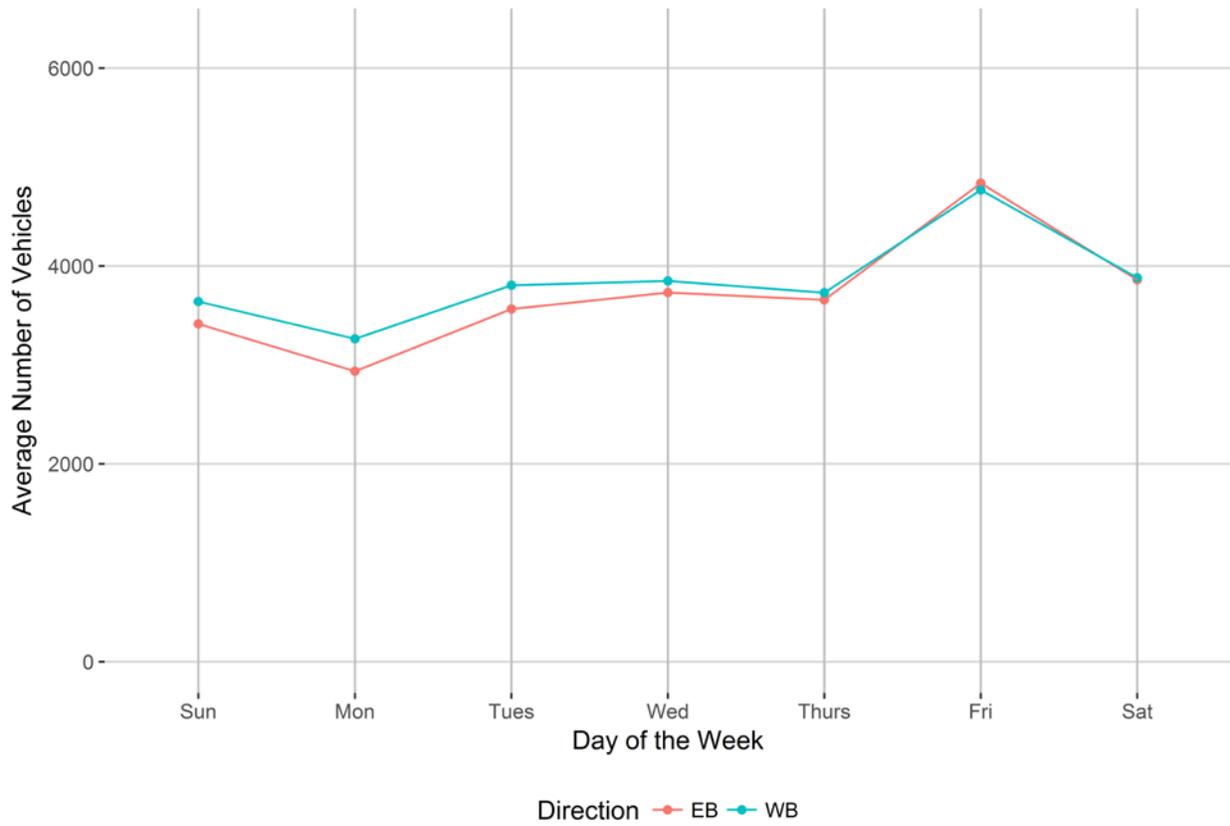


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

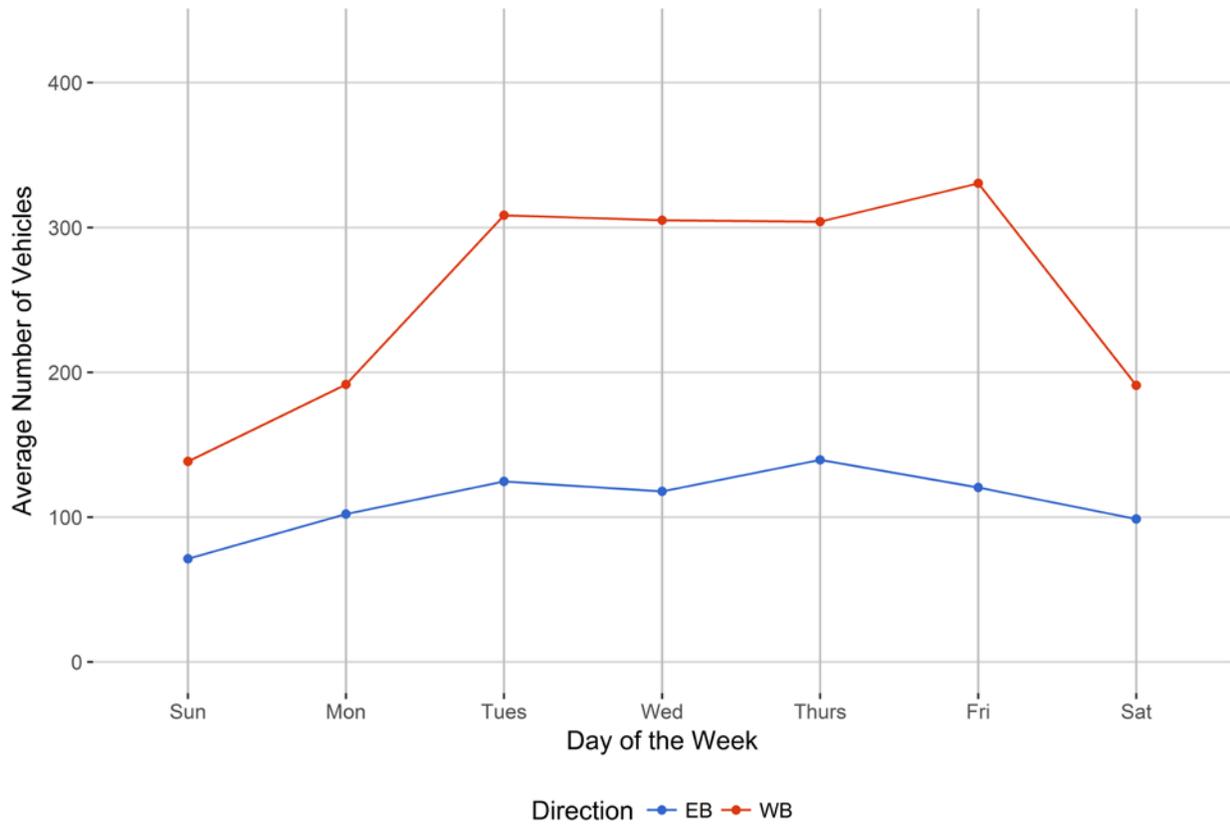


Figure 4 - Passenger Vehicles vs. Hour of the Day

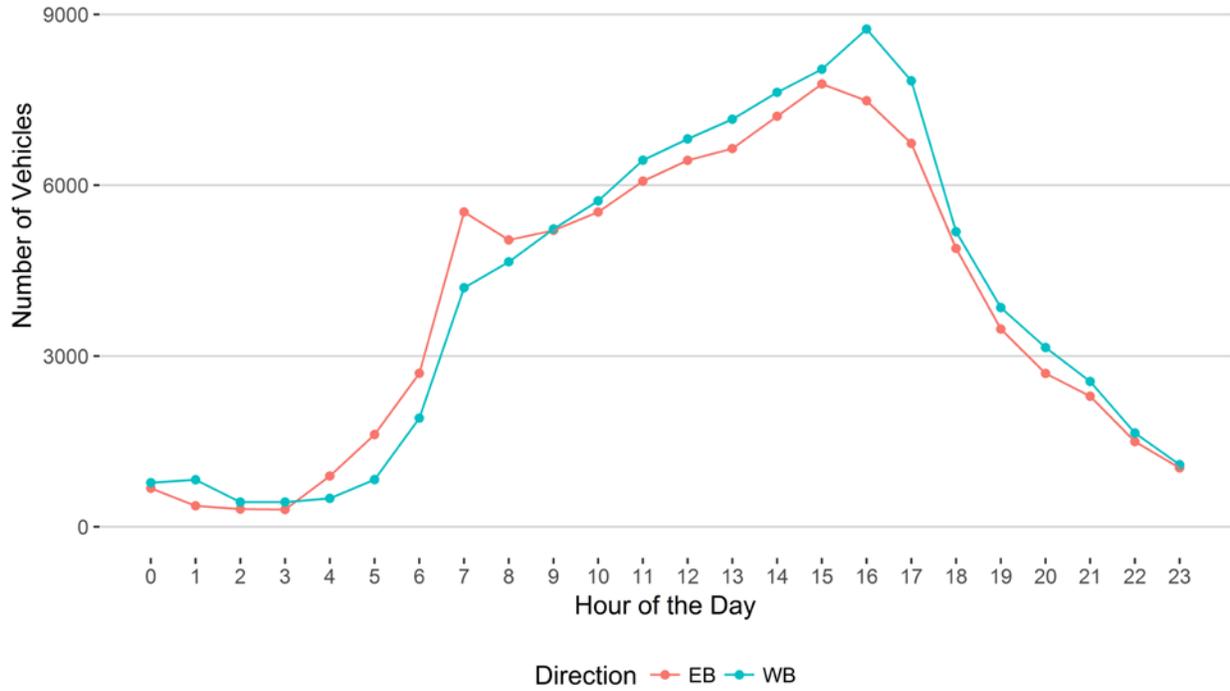


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

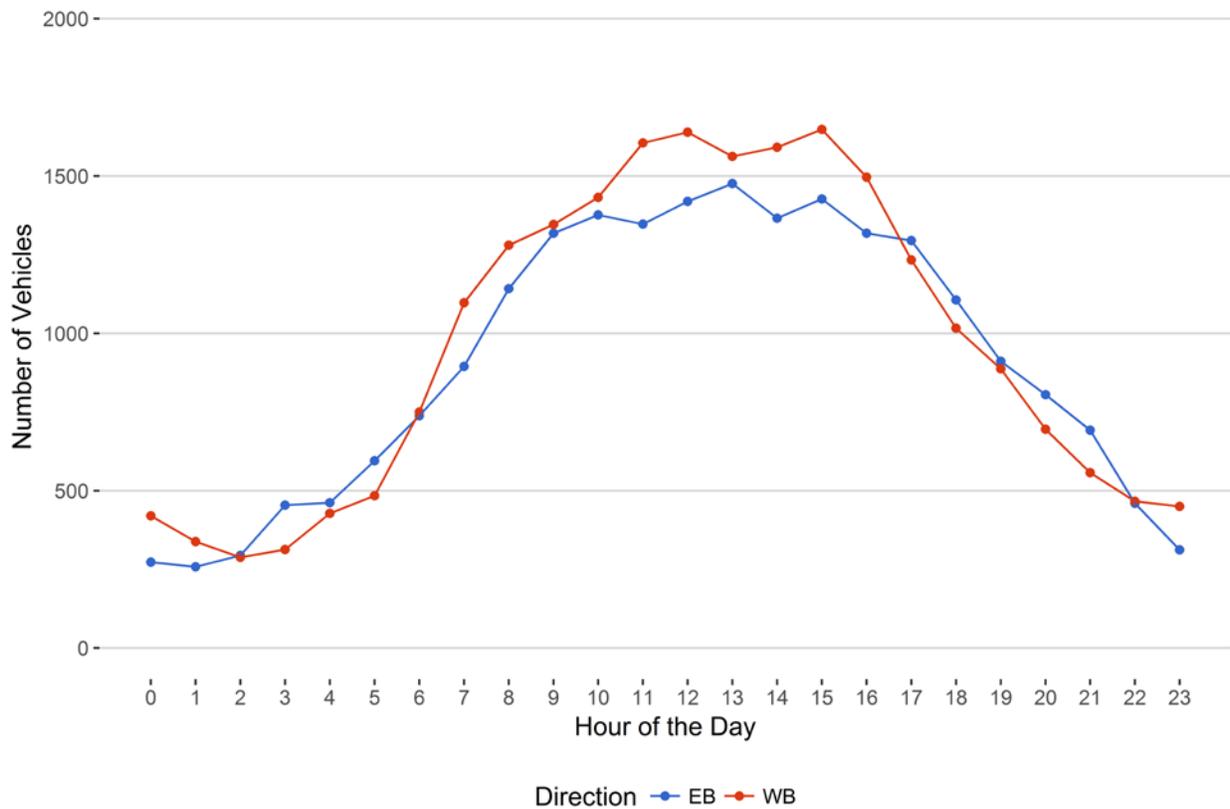


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

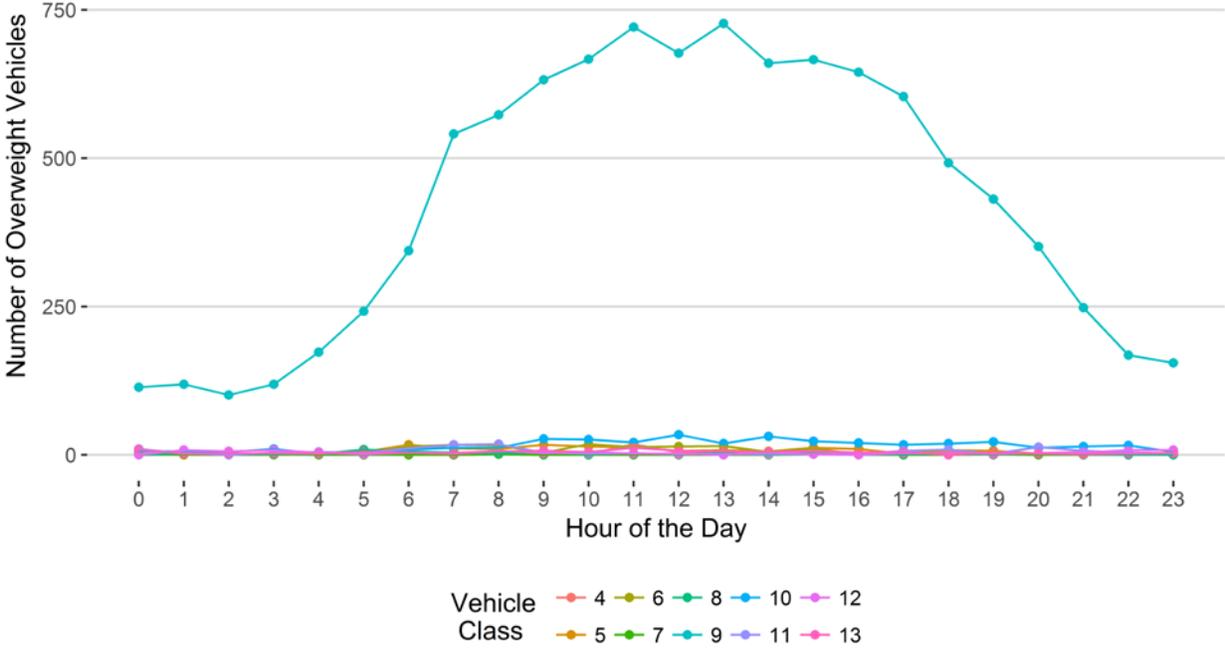


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

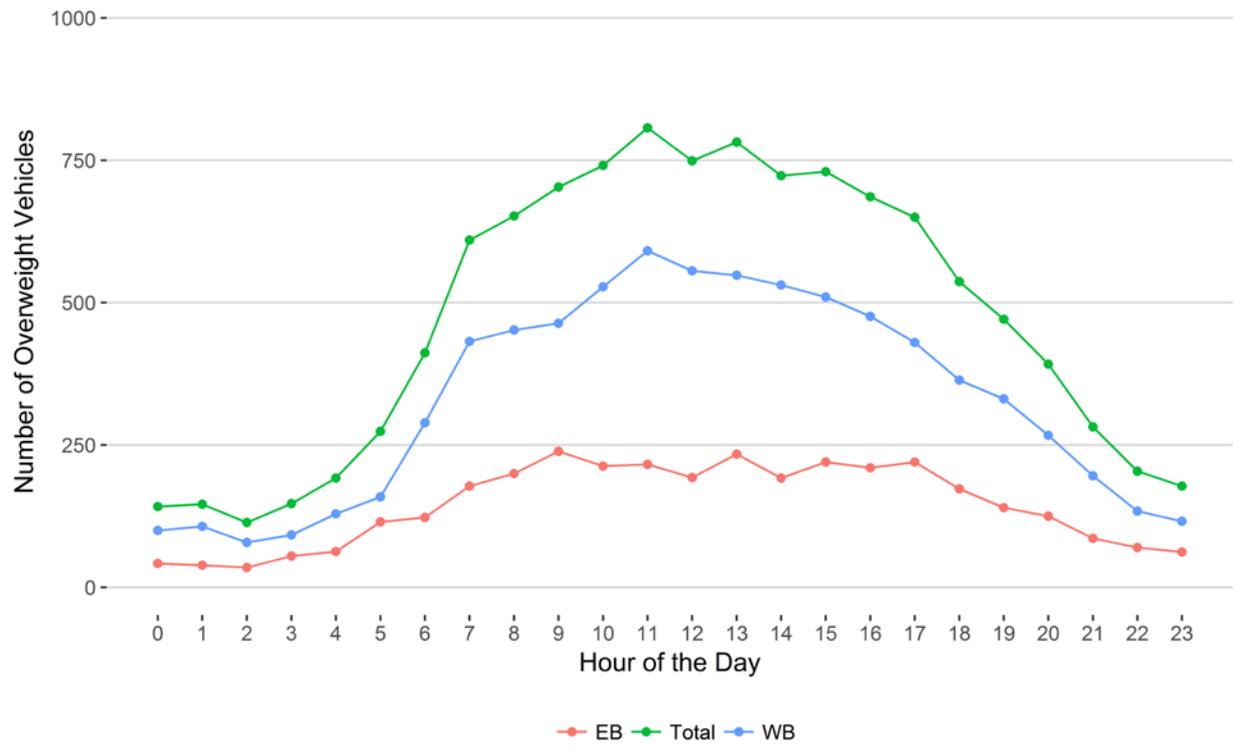
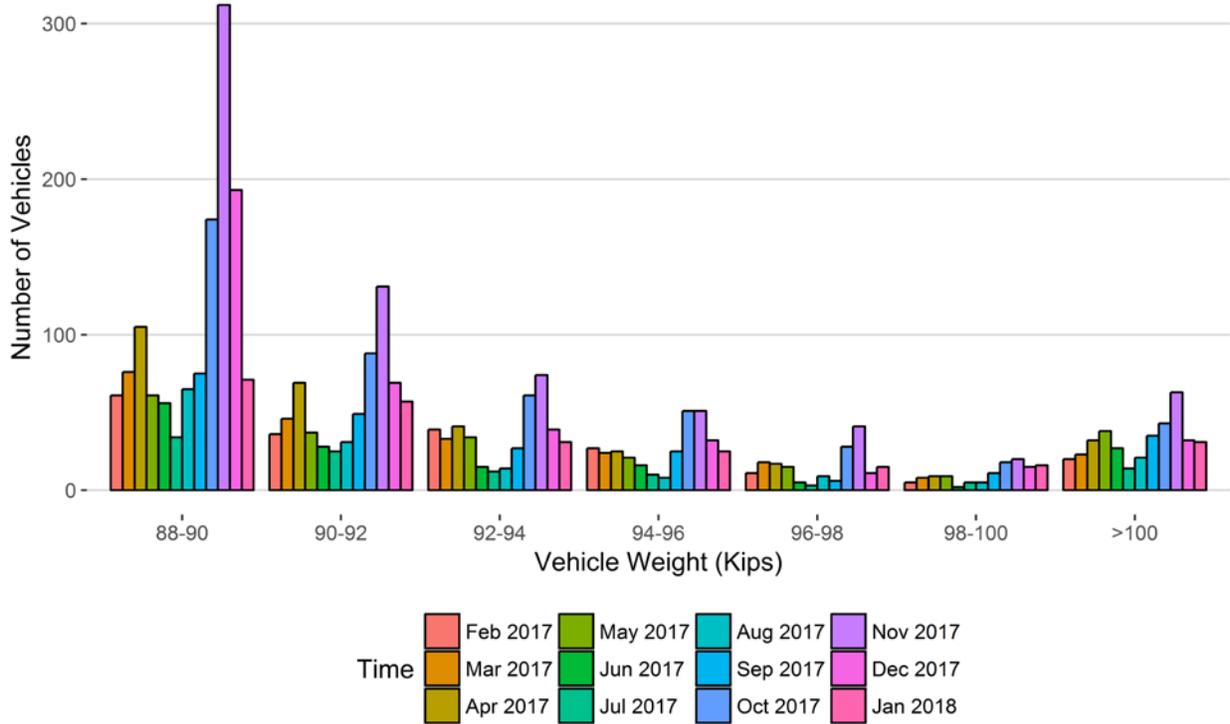
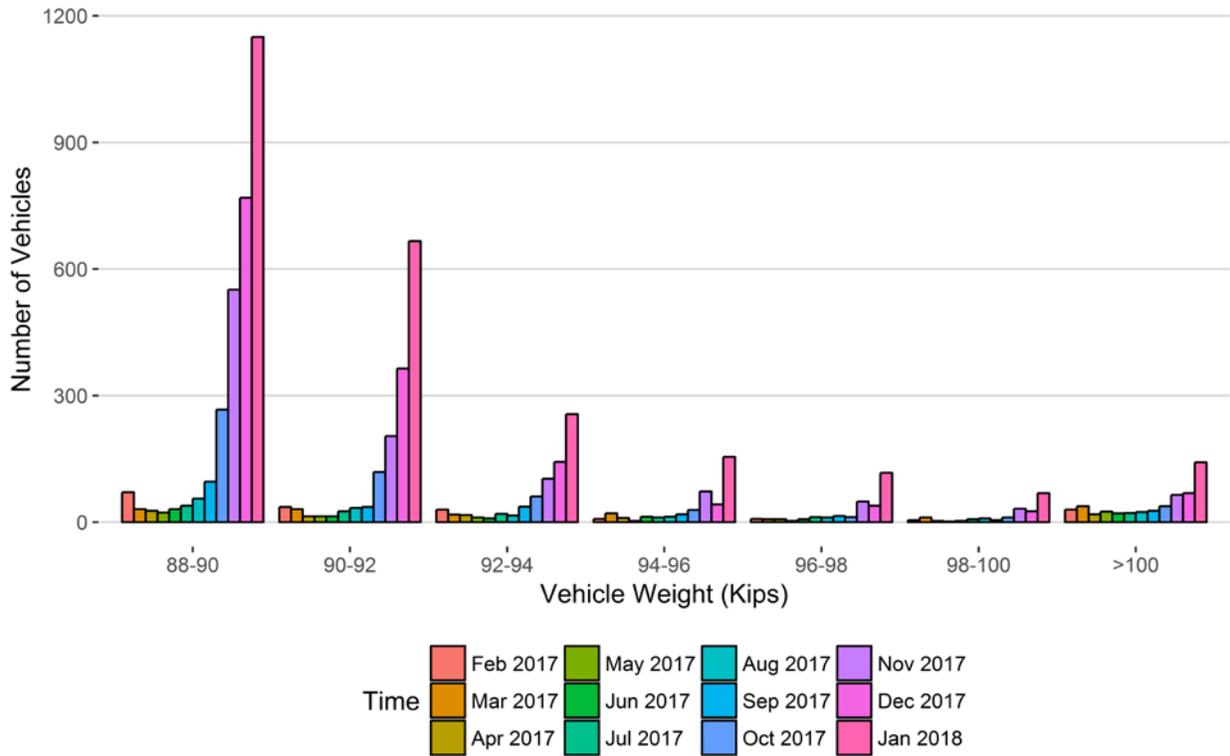


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



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	61	76	105	61	56	34	65	75	174	312	193	71
90-92	36	46	69	37	28	25	31	49	88	131	69	57
92-94	39	33	41	34	15	12	14	27	61	74	39	31
94-96	27	24	25	21	16	10	8	25	51	51	32	25
96-98	11	18	17	15	5	3	9	6	28	41	11	15
98-100	5	8	9	9	2	5	5	11	18	20	15	16
>100	20	23	32	38	27	14	21	35	43	63	32	31
Total	199	228	298	215	149	103	153	228	463	692	391	246

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	71	31	27	23	31	39	56	96	267	551	769	1150
90-92	36	31	14	14	14	26	34	36	119	204	364	666
92-94	30	18	17	11	9	20	16	37	61	103	143	256
94-96	8	21	10	3	13	11	13	19	29	73	42	155
96-98	8	7	7	3	7	12	11	15	12	49	39	117
98-100	5	11	3	2	3	7	9	5	11	32	26	69
>100	30	38	19	25	21	22	24	27	38	65	69	142
Total	188	157	97	81	98	137	163	235	537	1077	1452	2555

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

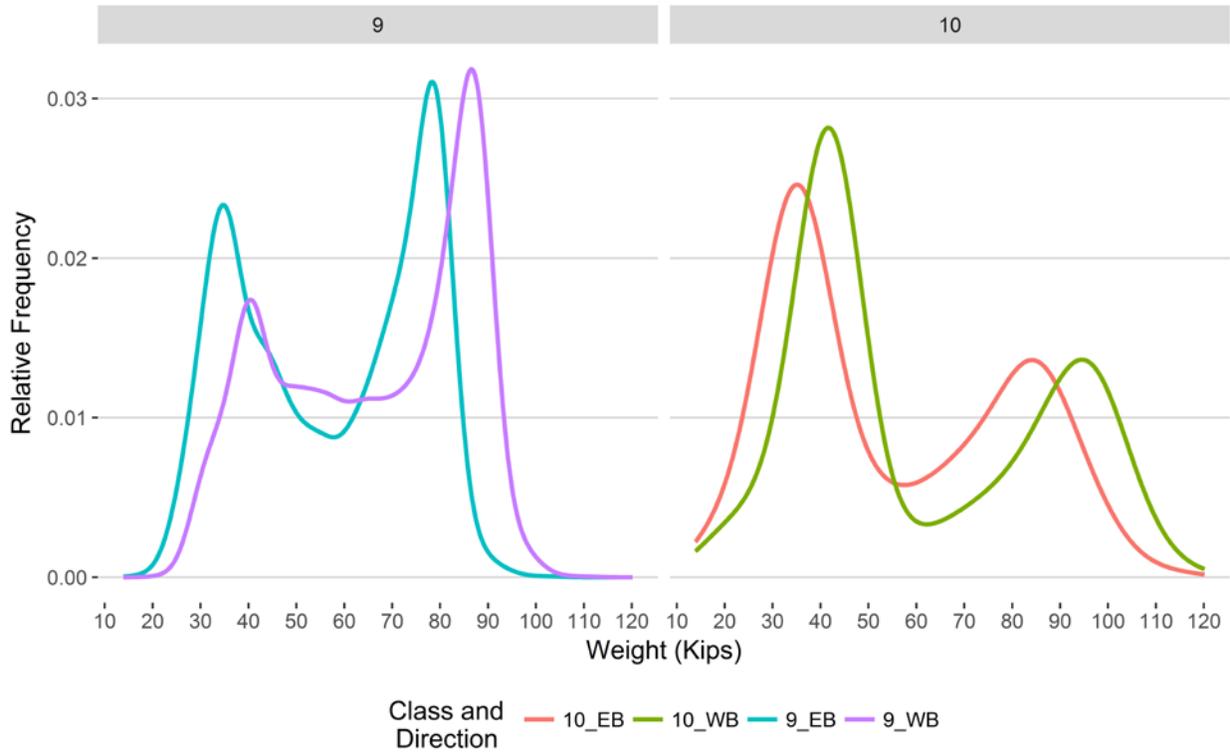


Figure 9 - Freight Percentage by Direction and Class

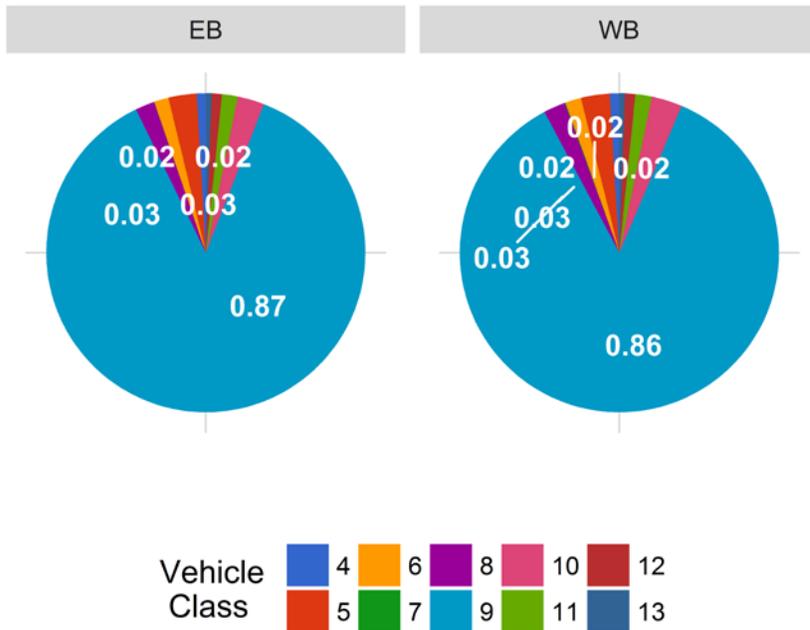


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

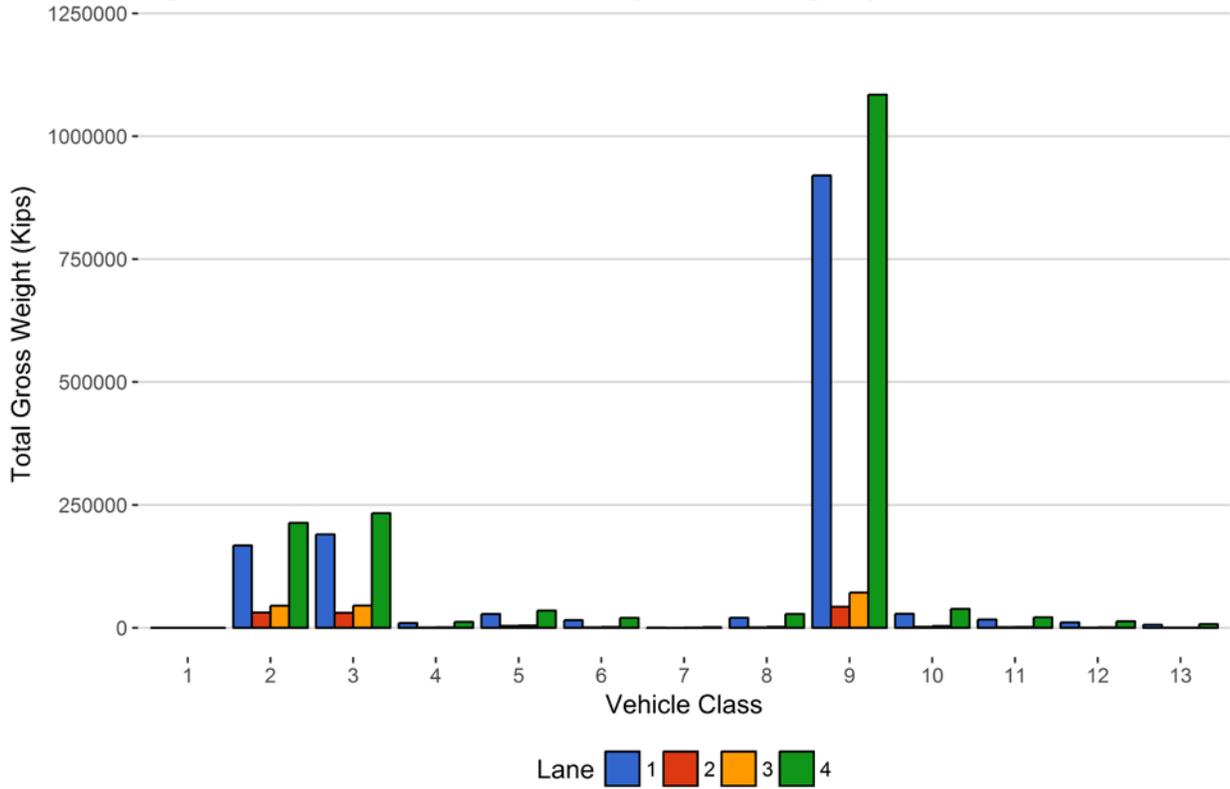


Figure 11 - Total Gross Vehicle Weight I

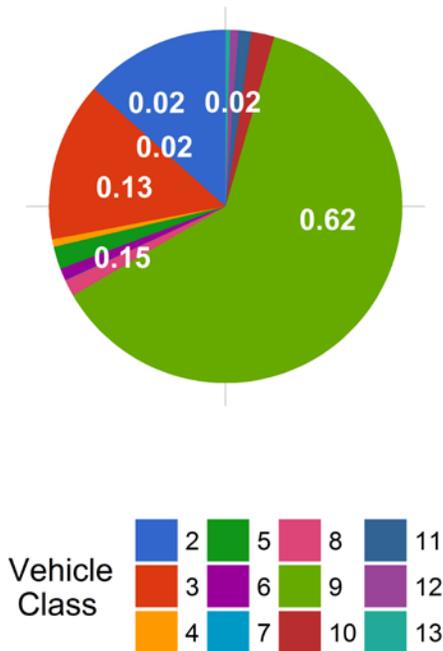


Figure 12 - Total ESALs by Class and Lane

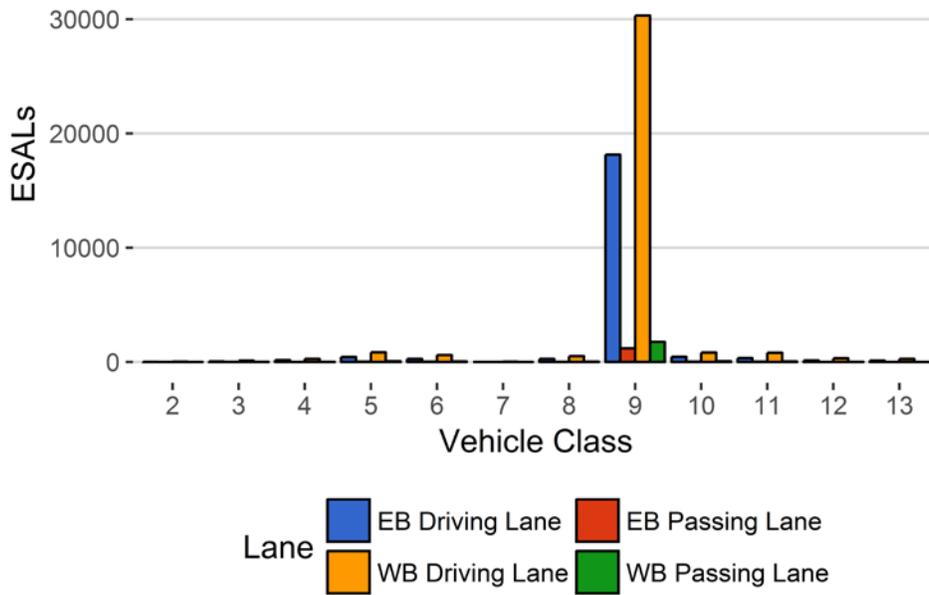


Figure 13 - ESALs by Class

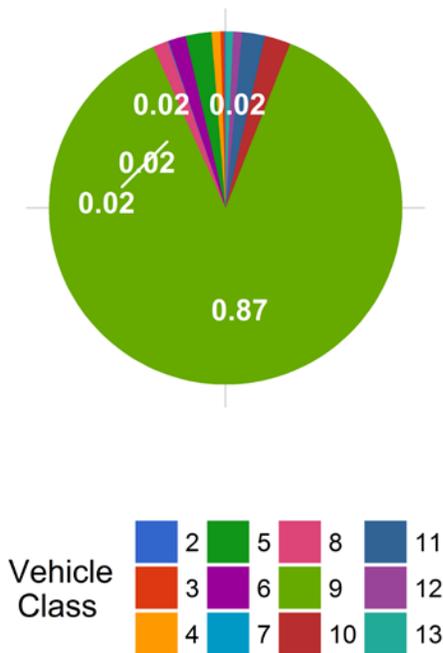


Table 1 Class 9 Front Axle Weight by Lane

<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>
January 2017	NA	NA	11.56	0.00	11.42	0.00	11.52	0.00
February 2017	NA	NA	11.46	-0.87	11.29	-1.15	11.38	-1.19
March 2017	NA	NA	11.36	-1.75	11.17	-2.20	11.26	-2.24
April 2017	NA	NA	11.13	-3.78	11.00	-3.69	11.05	-4.08
May 2017	NA	NA	11.09	-4.13	11.02	-3.59	11.11	-3.60
June 2017	NA	NA	11.07	-4.31	11.24	-1.64	11.28	-2.13
July 2017	NA	NA	11.02	-4.66	11.35	-0.64	11.48	-0.40
August 2017	NA	NA	11.13	-3.73	11.45	0.24	11.61	0.78
September 2017	NA	NA	11.21	-3.01	11.51	0.71	11.76	2.04
October 2017	NA	NA	11.48	-0.73	11.69	2.33	11.99	4.06
November 2017	NA	NA	11.83	2.35	12.16	6.46	12.42	7.77
December 2017	NA	NA	11.97	3.54	12.40	8.54	12.66	9.89
January 2018	10.89	0	11.99	3.67	12.51	9.54	12.82	11.29

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	3727	115546	47.7	0	0
3	2592	80356	33.1	0	0
4	26	796	0.3	81	0.7
5	158	4893	2	156	1.4
6	42	1289	0.5	149	1.3
7	1	27	0	5	0
8	49	1505	0.6	53	0.5
9	1146	35539	14.7	10170	89.9
10	41	1279	0.5	371	3.3
11	22	675	0.3	131	1.2
12	13	403	0.2	89	0.8
13	5	150	0.1	105	0.9
TOTAL	7821	242457	100	11310	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>
2018-01-14	Sunday	14:38:00	10	WB	4	120.17
2018-01-25	Thursday	12:50:47	9	EB	2	119.89
2018-01-31	Wednesday	08:50:18	9	EB	2	116.73
2018-01-03	Wednesday	07:25:27	10	WB	4	115.76
2018-01-29	Monday	09:44:21	10	EB	1	115.5
2018-01-06	Saturday	06:39:36	9	WB	4	112.32
2018-01-09	Tuesday	08:50:10	10	WB	4	112.14
2018-01-12	Friday	08:38:04	10	EB	2	111.78
2018-01-24	Wednesday	00:07:46	9	WB	4	111.47
2018-01-09	Tuesday	11:20:08	10	WB	4	111.2

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	338	57	16.9	9346	739	2566
5	EB	8	2290	501	21.9	28170	3540	6929
6	EB	19	600	170	28.3	13438	2850	2634
7	EB	11.5	5	0	0	252	0	97
8	EB	31	653	242	37.1	15769	5814	1514
9	EB	33	16704	1961	11.7	904949	57592	209215
10	EB	33.5	542	119	22	26607	3392	6218
11	EB	36.5	333	24	7.2	16920	821	2821
12	EB	36.5	201	4	2	11343	125	2076
13	EB	31.5	73	2	2.7	6433	58	2098
TOTAL	****	****	21739	3080	****	1033228	****	236169
<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	427	37	8.7	12500	510	3325
5	WB	8	2414	83	3.4	38630	609	9991
6	WB	19	639	20	3.1	21198	353	4718
7	WB	11.5	21	0	0	1186	0	472
8	WB	31	794	179	22.5	25696	4128	3316
9	WB	33	17465	723	4.1	1134234	21866	290874
10	WB	33.5	688	59	8.6	40245	1518	9587
11	WB	36.5	316	0	0	22646	0	5556
12	WB	36.5	186	4	2.2	13973	83	3665
13	WB	31.5	71	0	0	7595	0	2679
TOTAL	****	****	23021	1105	****	1317904	****	334184
GRAND TOTAL	****	****	44760	4185	202	2351132	103998	570353

Table 5 Gross Vehicle Weight by Class and Lane

<i>Vehicle Class</i>	<i>EB Driving Lane</i>	<i>EB Passing Lane</i>	<i>WB Passing Lane</i>	<i>WB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
2	167460	30759	44724	213168	456111	13.4
3	189843	30254	45127	233296	498519	14.6
4	9664	422	957	12054	23096	0.7
5	27960	3751	4409	34830	70950	2.1
6	15415	873	1377	20174	37839	1.1
7	252	0	103	1083	1437	0
8	20597	986	1693	28131	51407	1.5
9	920067	42474	71428	1084672	2118641	62.1
10	28324	1674	3468	38296	71762	2.1
11	16607	1134	1391	21255	40388	1.2
12	11069	399	818	13238	25524	0.7
13	6258	234	178	7417	14087	0.4
TOTAL	1413514	112959	175673	1707613	3409760	100
GVW/LANE	41.45	3.31	5.15	50.08	100	0

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

<i>Vehicle Class</i>	<i>EB Driving Lane</i>	<i>EB Passing Lane</i>	<i>WB Passing Lane</i>	<i>WB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
2	15	4	7	34	60	0.1	0.0011
3	59	13	21	121	214	0.36	0.0056
4	179	9	17	277	482	0.82	1.26
5	440	46	66	835	1386	2.35	0.59
6	271	33	48	606	957	1.63	1.54
7	6	0	2	35	43	0.07	2.79
8	271	16	34	498	820	1.39	1.13
9	18150	1199	1757	30314	51421	87.3	3.01
10	457	35	72	832	1396	2.37	2.26
11	339	32	58	807	1235	2.1	3.76
12	140	4	14	325	483	0.82	2.45
13	122	8	2	268	401	0.68	5.19
TOTAL	20449	1400	2097	34953	58899	100	24
ESALS/LANE	34.7	2.4	3.6	59.3	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>
Feb 2017	230669	8238	1625	185182	80.3	45486.6	19.7	93.8	6.2
Mar 2017	283134	9133	1768	228319	80.6	54814.5	19.4	94.2	5.8
Apr 2017	301496	10050	1803	247392	82.1	54103.8	17.9	93.8	6.2
May 2017	347497	11210	1922	287902	82.9	59594.9	17.1	93.2	6.8
Jun 2017	407006	13567	2133	343015	84.3	63990.6	15.7	92.1	7.9
Jul 2017	441067	14228	1980	379680	86.1	61387.2	13.9	92	8
Aug 2017	448501	14468	2187	380719	84.9	67782	15.1	91.4	8.6
Sep 2017	377524	12584	2057	315802	83.7	61721.5	16.3	92	8
Oct 2017	347110	11197	2003	285006	82.1	62103.7	17.9	92.6	7.4
Nov 2017	308779	10293	1764	255866	82.9	52913.4	17.1	93.2	6.8
Dec 2017	274327	8849	1455	229224	83.6	45103	16.4	93.6	6.4
Jan 2018	242457	7821	1502	195903	80.8	46554.3	19.2	93.8	6.2
TOTAL	4009567	--	--	3334010	--	675556	--	--	--
AVERAGE	334131	10970	1850	277834	83	56296	17	93	7

ESALS

<i>Month</i>	<i>ESALS EB Passing Lane</i>	<i>ESALS EB Driving Lane</i>	<i>ESALS WB Driving Lane</i>	<i>ESALS WB Passing Lane</i>	<i>Total ESALS</i>	<i>Driving Lane ESALS %</i>	<i>Passing Lane ESALS %</i>	<i>Pavement Life Decrease Months</i>
Feb 2017	20554	2115	1138	20314	44121	93	7	1.7
Mar 2017	25403	2668	1175	22943	52188	93	7	1.9
Apr 2017	27377	1568	1157	21688	51790	95	5	4.2
May 2017	27803	1856	1325	23251	54235	94	6	2.3
Jun 2017	26754	3436	1736	24916	56843	91	9	1.4
Jul 2017	24850	2101	1660	25421	54032	93	7	1.8
Aug 2017	28422	3815	2188	28759	63184	90	10	2
Sep 2017	27300	2308	1952	28402	59963	93	7	2.8
Oct 2017	30927	2292	1781	33278	68278	94	6	6.2
Nov 2017	30014	1995	1818	33423	67251	94	6	12.4
Dec 2017	18313	1169	1522	26742	47746	94	6	20.9
Jan 2018	20474	1415	2110	34986	58984	94	6	30.4
TOTAL	308190	26738	19562	324125	678616	--	--	--
AVERAGE	25682	2228	1630	27010	56551	93	7	7

Gross Vehicle Weight

<i>Month</i>	<i>GVW EB Passing Lane</i>	<i>GVW EB Driving Lane</i>	<i>GVW WB Passing Lane</i>	<i>GVW WB Driving Lane</i>	<i>Total GVW Kips</i>
Feb 2017	1414968	113169	175879	1708692	3412708
Mar 2017	1438053	126006	140777	1425878	3130714
Apr 2017	1758853	143030	171089	1695764	3768736
May 2017	1791381	158744	183103	1698280	3831507
Jun 2017	1930859	199473	230908	1872309	4233548
Jul 2017	2027536	257078	312474	2033339	4630426
Aug 2017	2010100	281883	325984	2066789	4684756
Sep 2017	2159200	302701	348466	2194196	5004563
Oct 2017	1980511	242897	280810	2018643	4522861
Nov 2017	1978058	217867	250525	2078389	4524840
Dec 2017	1785461	186160	211393	1888009	4071023
Jan 2018	1236687	118699	157811	1457196	2970393
TOTAL	21511666	2347707	2789219	22137483	48786076
AVERAGE	1792639	195642	232435	1844790	4065506

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 2017	4512	2	10.2	392	60
Mar 2017	4653	1.7	8.8	388	81
Apr 2017	6156	2.1	11.7	397	63
May 2017	5740	1.7	9.9	303	80
Jun 2017	5245	1.3	8.4	250	56
Jul 2017	5495	1.3	9.1	241	49
Aug 2017	8117	1.9	12.3	319	60
Sep 2017	9421	2.6	15.7	463	78
Oct 2017	13619	4.1	22.7	1001	110
Nov 2017	14594	4.9	28.4	1774	183
Dec 2017	9587	4.2	25.7	1846	144
Jan 2018	11324	4.9	25.2	2802	259
TOTAL	98463	--	--	10176	1223
AVERAGE	8205.2	2.7	15.7	848	101.9

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>
Feb 2017	245078	242330	487407	50.3	49.7
Mar 2017	301742	278571	580313	52	48
Apr 2017	305459	273360	578819	52.8	47.2
May 2017	317884	294604	612488	51.9	48.1
Jun 2017	322551	307287	629838	51.2	48.8
Jul 2017	303599	305570	609169	49.8	50.2
Aug 2017	338549	341446	679995	49.8	50.2
Sep 2017	325609	329272	654880	49.7	50.3
Oct 2017	348879	359241	708120	49.3	50.7
Nov 2017	311790	342391	654181	47.7	52.3
Dec 2017	198068	263968	462036	42.9	57.1
Jan 2018	236169	334184	570353	41.4	58.6
TOTAL	3555375	3672223	7227598	--	--
AVERAGE	296281.2	306018.6	602299.9	49.1	50.9