

JANUARY 2019



**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 2019. Volume was computed using all monthly data.

System Calibration

WIM #49 was most recently calibrated on 2018-11-21. 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: 237632 | Passenger Vehicles: 188493 | Heavy Commercial Vehicles: 49139

Monthly Average Daily Traffic (MADT): 7666 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1585

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 Tuesdays. WB vehicles typically reached highest volume levels on Sundays, with lowest volumes reported on Tuesdays (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 49139 HCVs, 5467 of them were overweight ³. These overweight HCVs contributed to 2.4% of total monthly volume, and 11.7% of total monthly

HCV volume. EB overweight vehicles typically reached highest numbers on Fridays, with lowest volumes reported on Saturdays. 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 79.8% 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 November.

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 ,345 EB vehicles exceeded 88,000 pounds (290 vehicles were Class 9's; 26 vehicles were Class 13's). Of vehicles traveling WB,

2178 EB vehicles exceeded 88,000 pounds (1983 vehicles were Class 9's; 93 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 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 499753 tons of freight was recorded to have crossed the WIM. More freight was shipped WB (57.1%) than EB (42.9%). 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 237632 vehicles with a combined GVW of 3229956 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 46288 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 61.2% of all ESALs were recorded WB while 38.8% was observed EB. In particular, 87% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 64% 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).

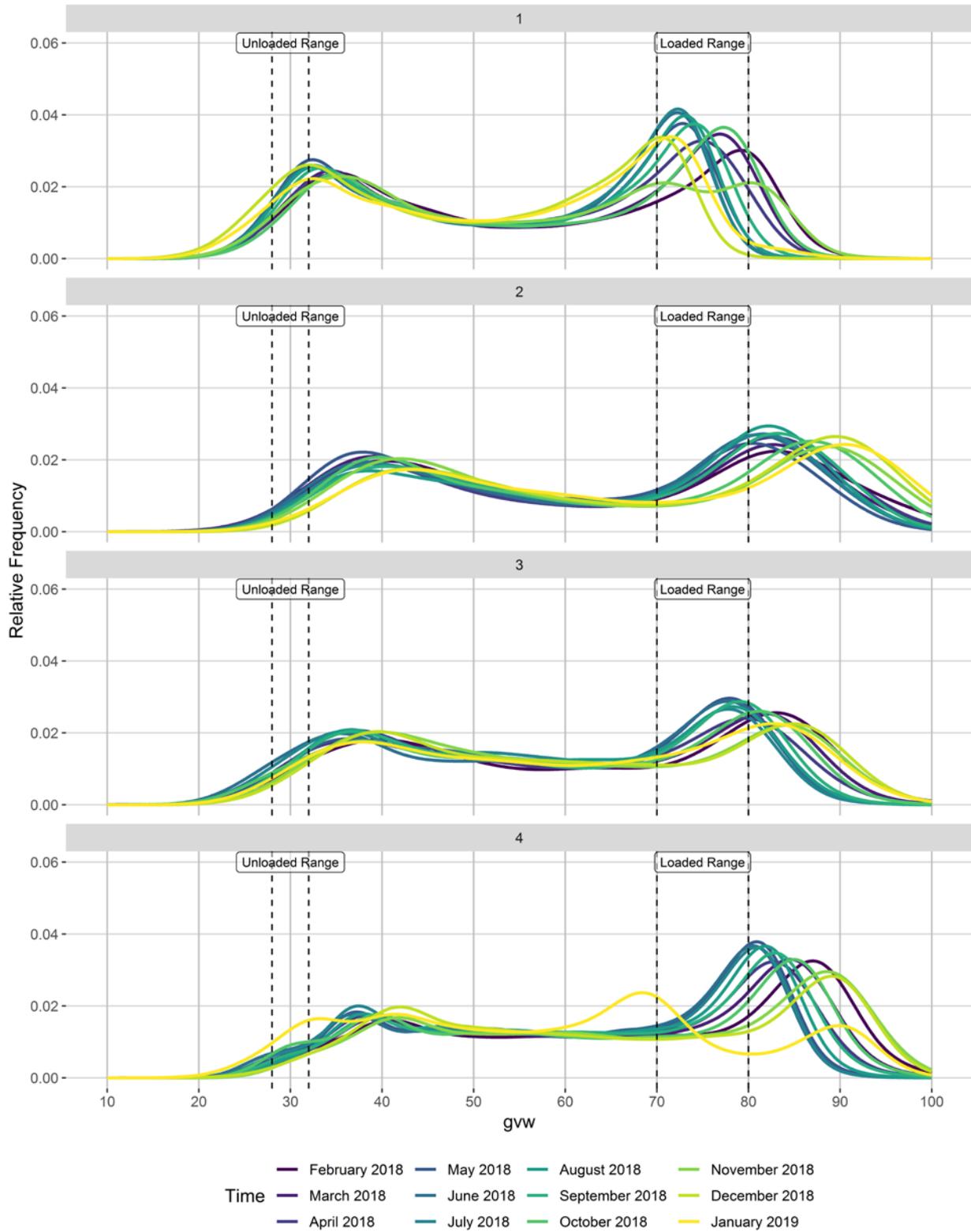
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

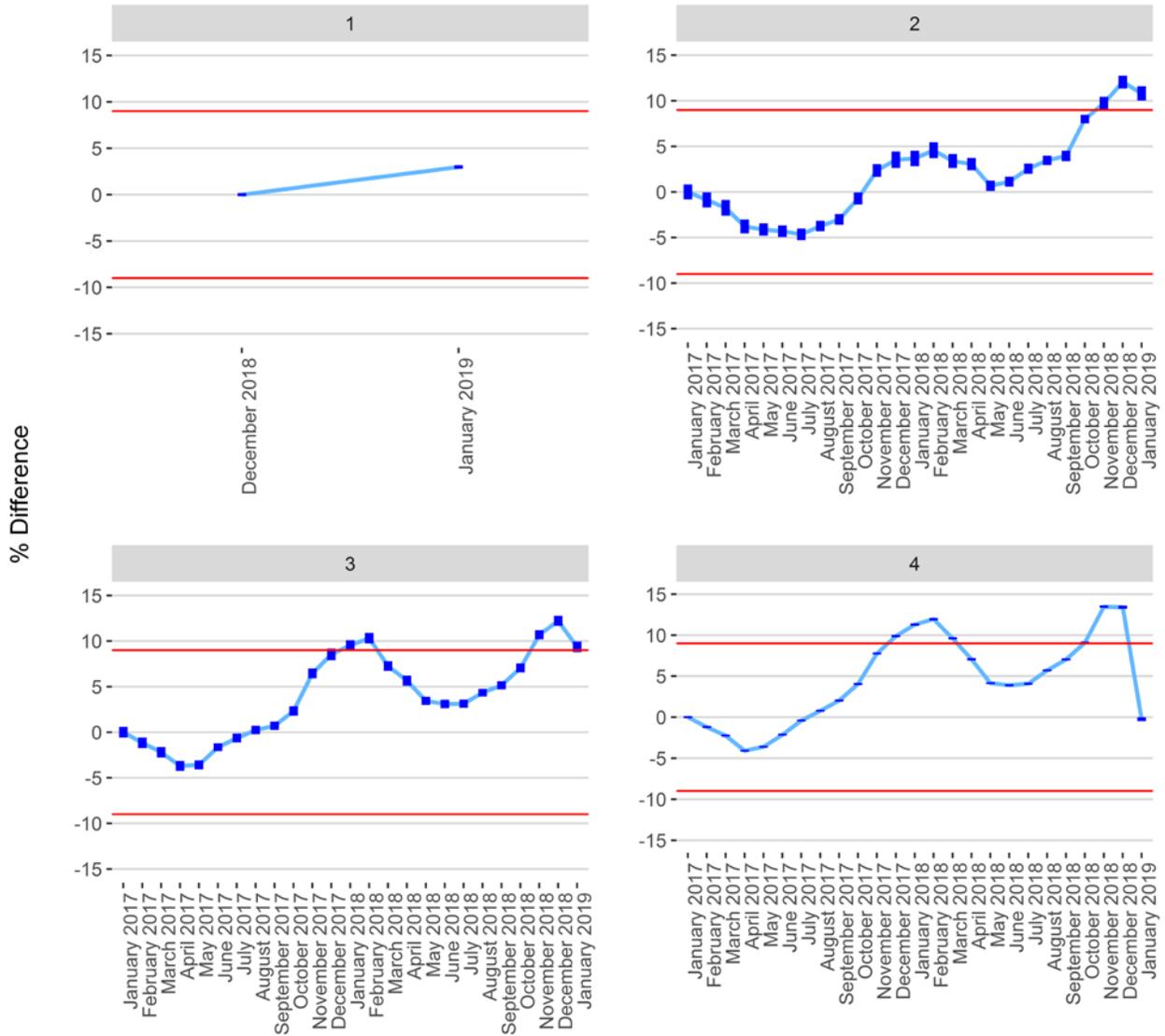
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

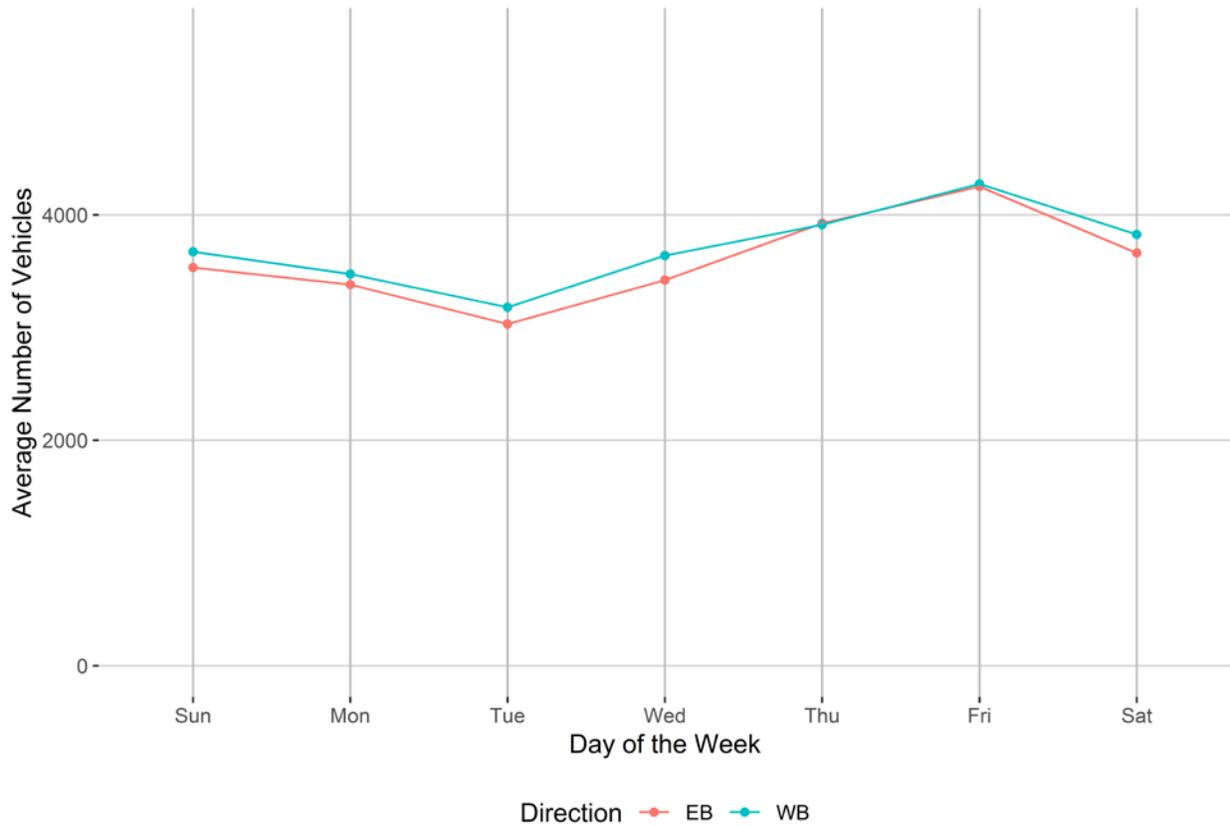


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

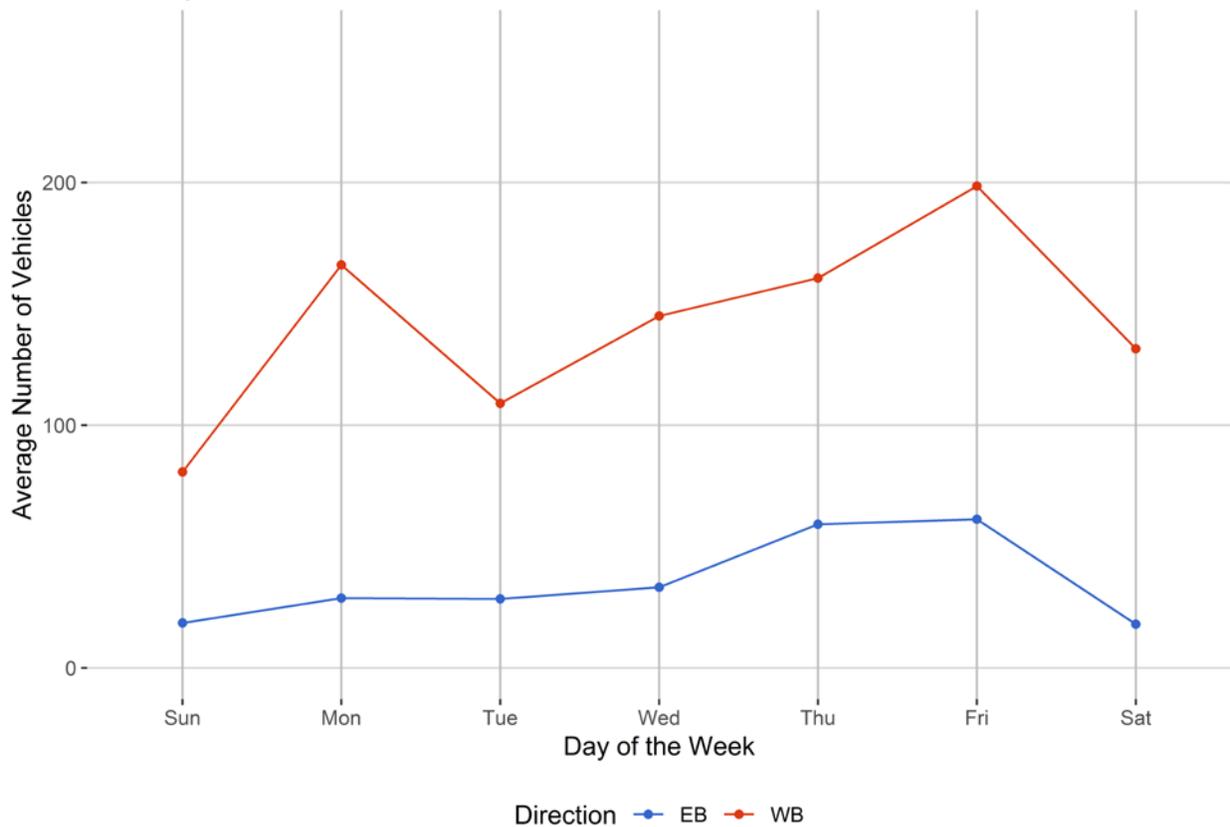


Figure 4 - Passenger Vehicles vs. Hour of the Day

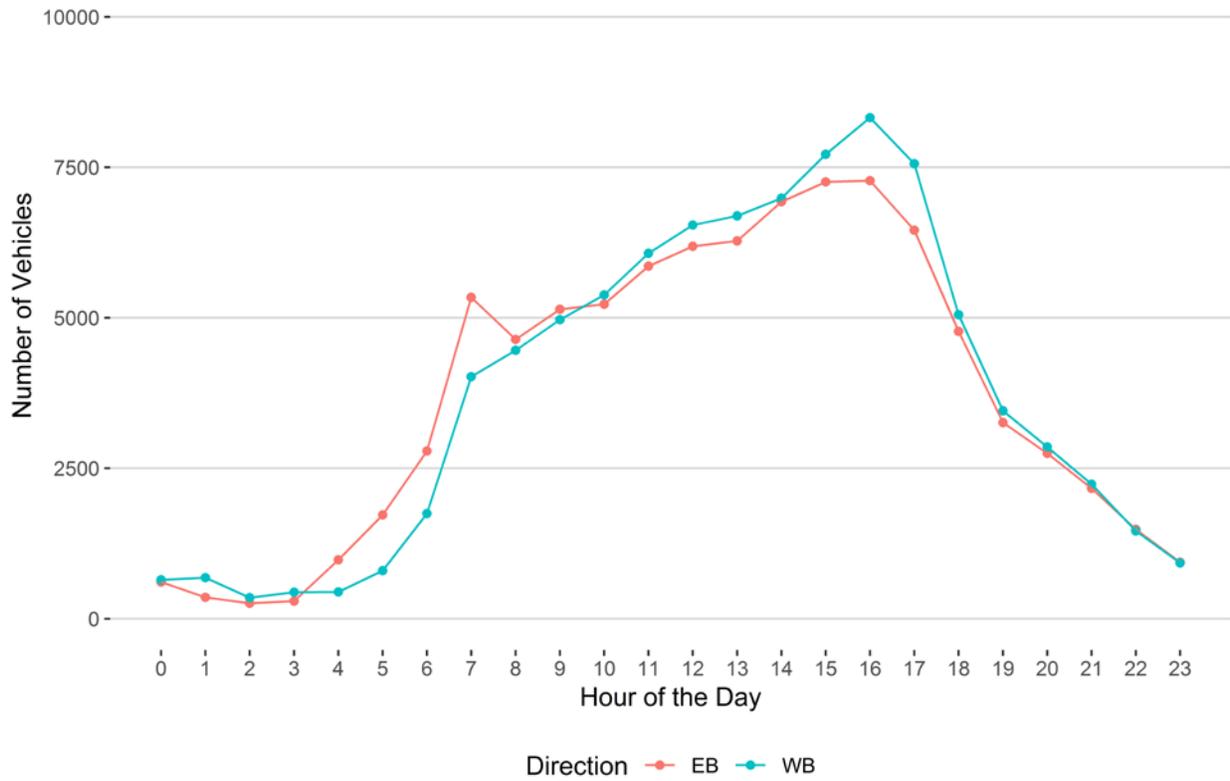


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

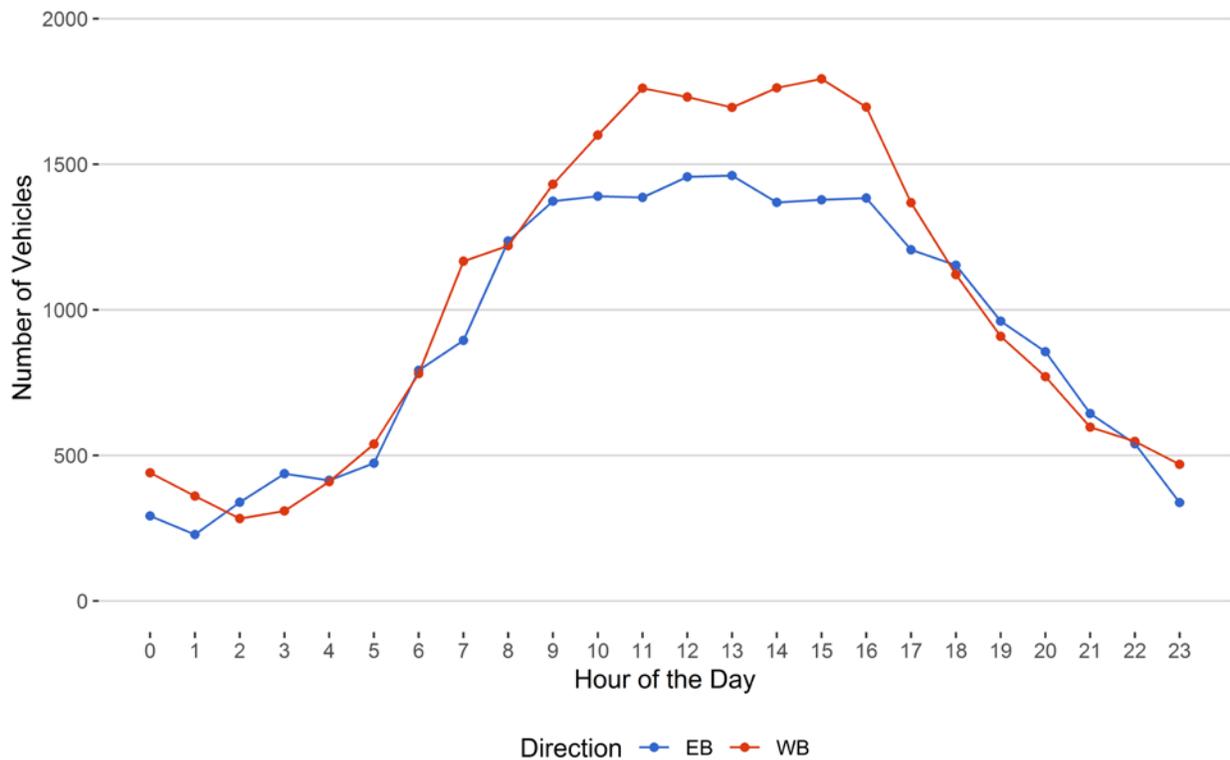


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

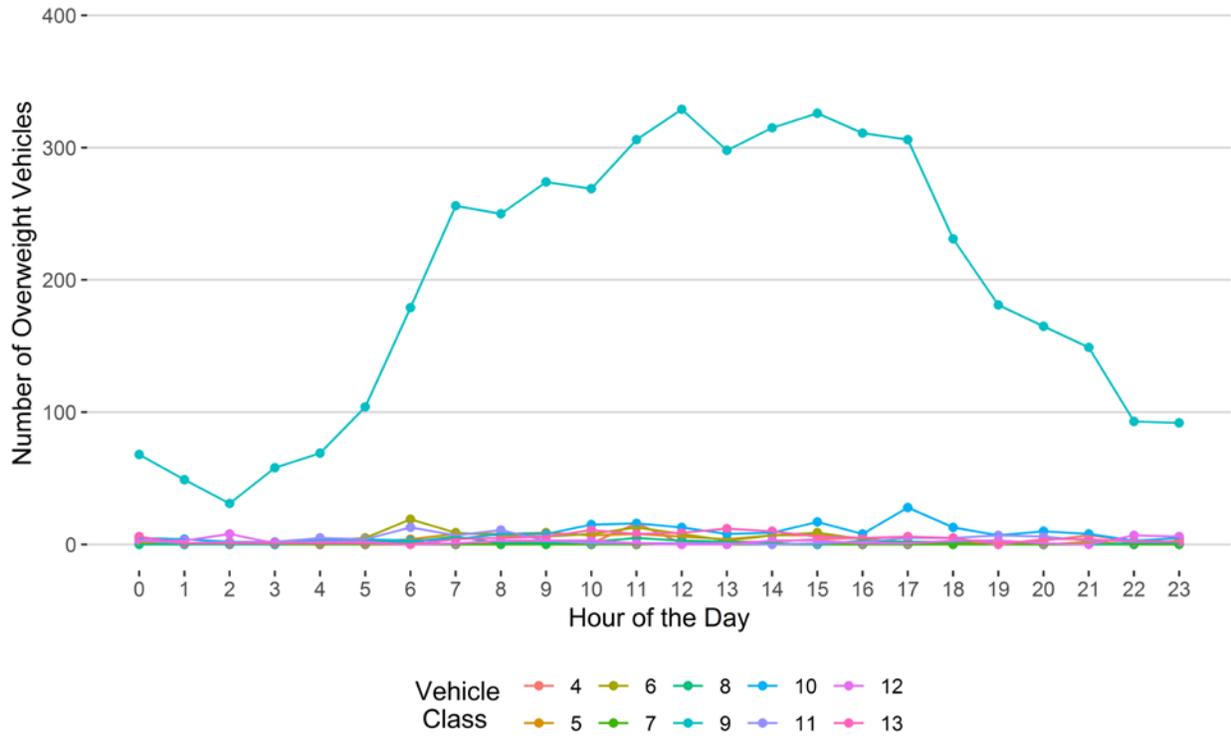


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

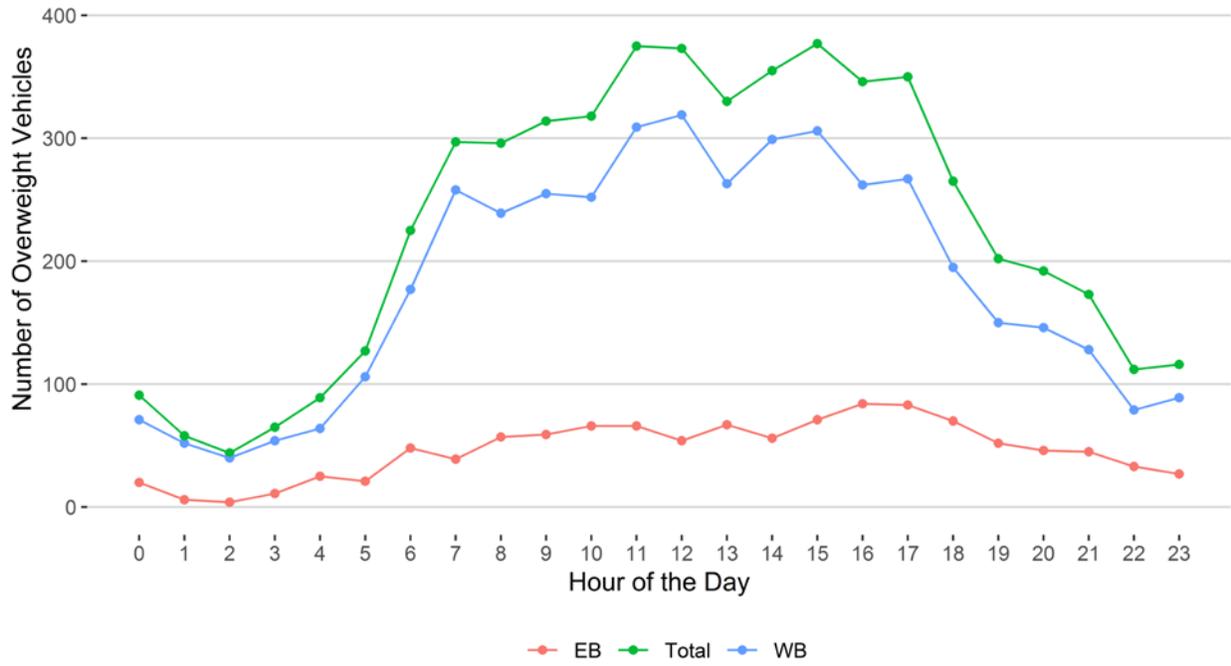
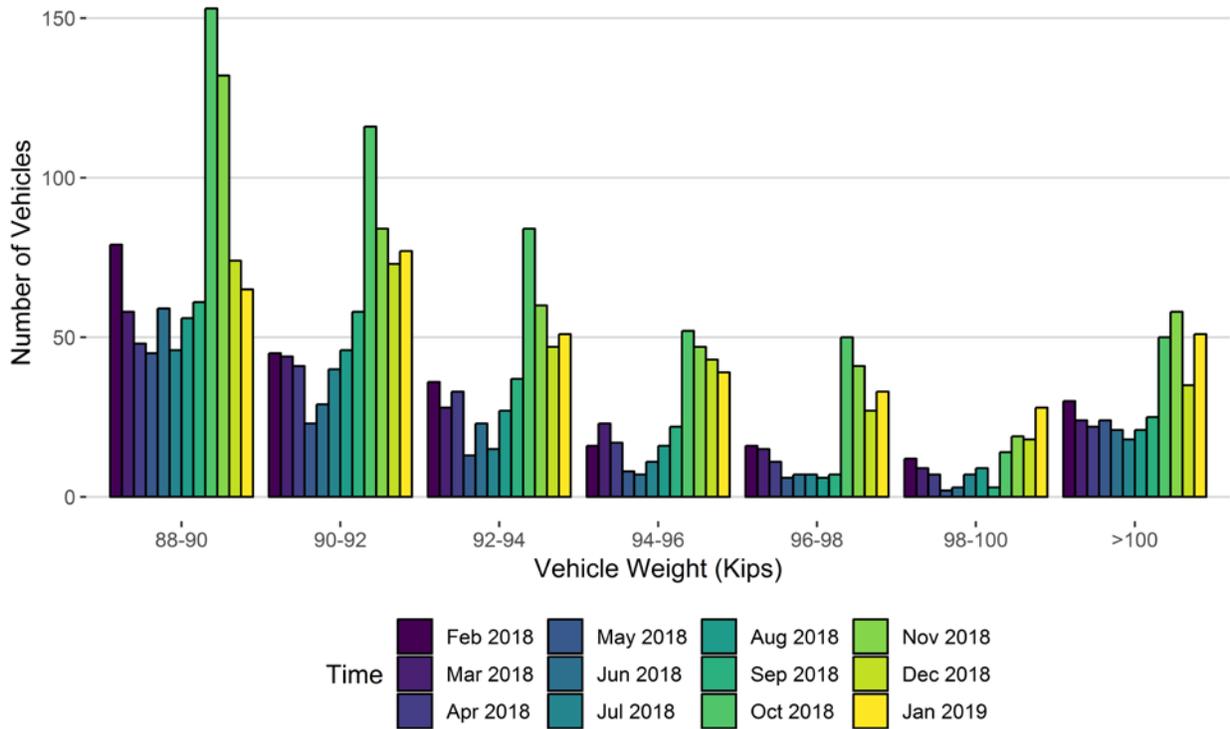
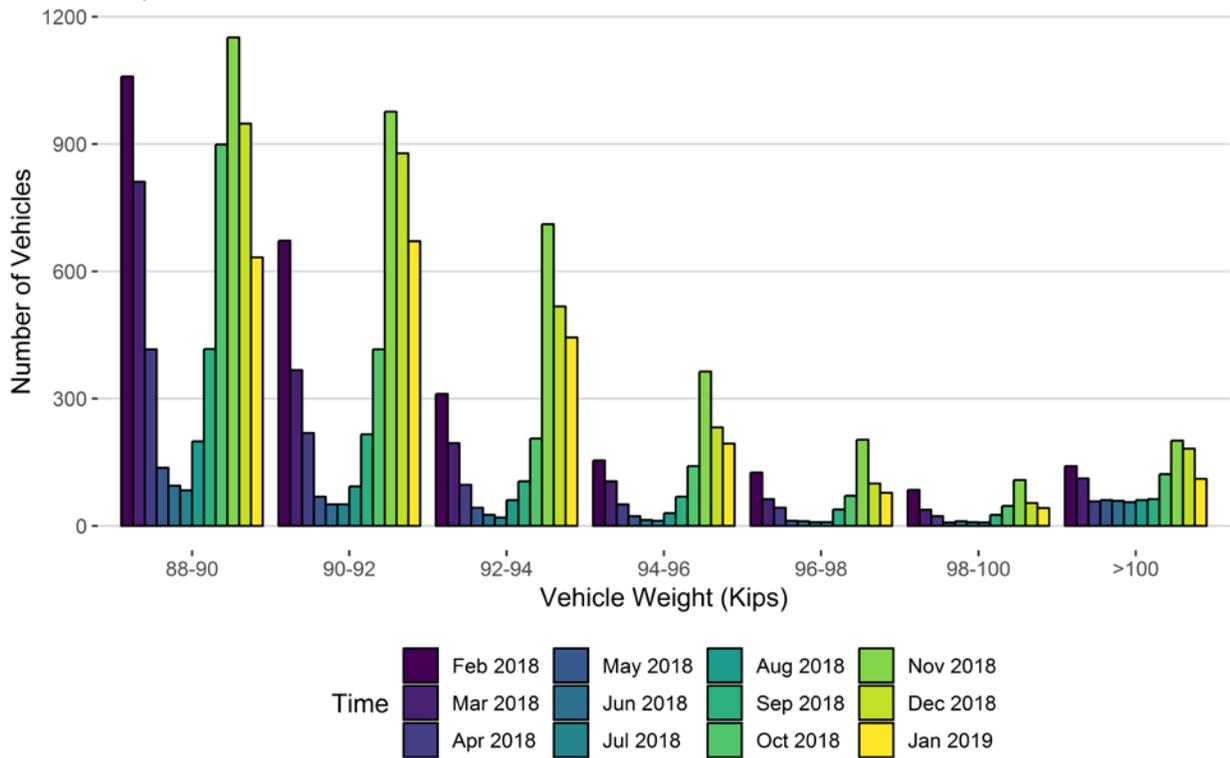


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Feb 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	79	58	48	45	59	46	56	61	153	132	74	65
90-92	45	44	41	23	29	40	46	58	116	84	73	77
92-94	36	28	33	13	23	15	27	37	84	60	47	51
94-96	16	23	17	8	7	11	16	22	52	47	43	39
96-98	16	15	11	6	7	7	6	7	50	41	27	33
98-100	12	9	7	2	3	7	9	3	14	19	18	28
>100	30	24	22	24	21	18	21	25	50	58	35	51
Total	234	201	179	121	149	144	181	213	519	441	317	344

Figure 8 - Histogram of WB 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	1059	811	416	137	95	84	199	417	899	1151	948	633
90-92	672	367	219	69	51	51	93	216	416	976	878	671
92-94	311	195	97	43	26	20	61	105	206	711	517	444
94-96	154	105	51	23	14	12	30	69	141	364	232	194
96-98	126	63	43	12	11	9	9	39	71	203	100	78
98-100	85	38	23	8	11	9	8	26	47	108	54	42
>100	141	112	58	61	59	56	61	63	122	201	182	111
Total	2548	1691	907	353	267	241	461	935	1902	3714	2911	2173

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

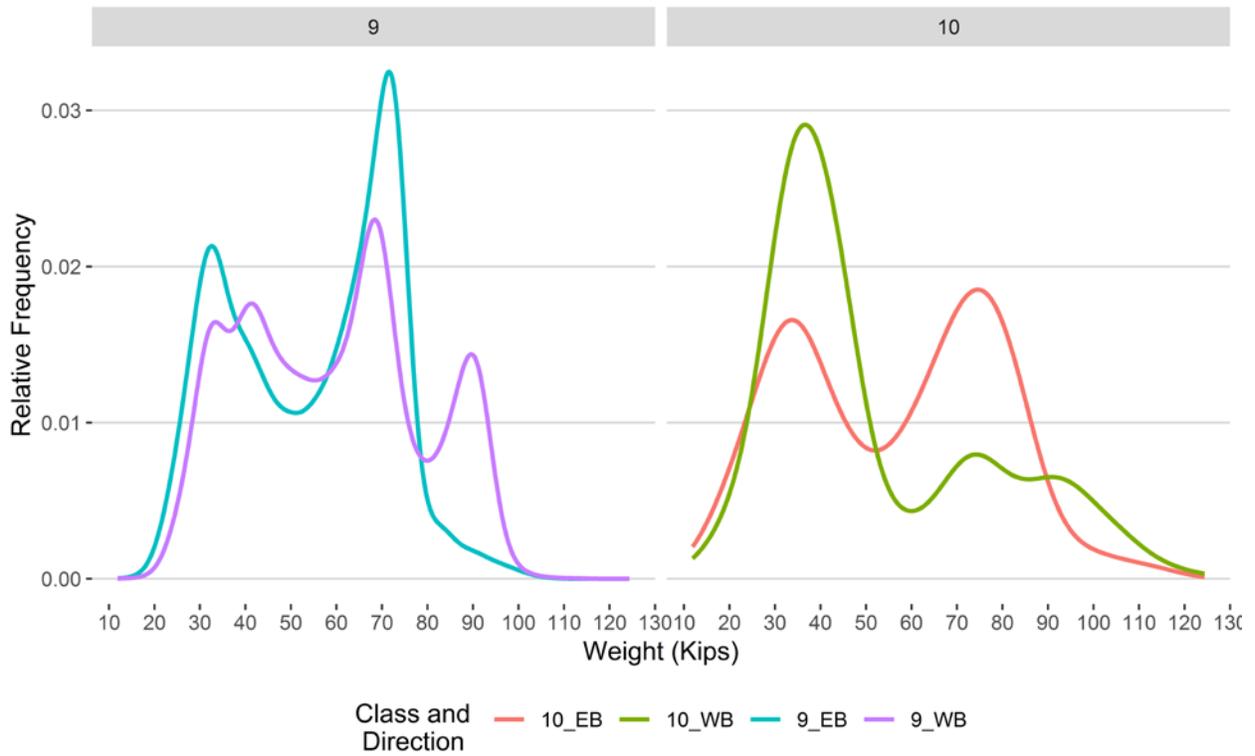


Figure 9 - Freight Percentage by Direction and Class

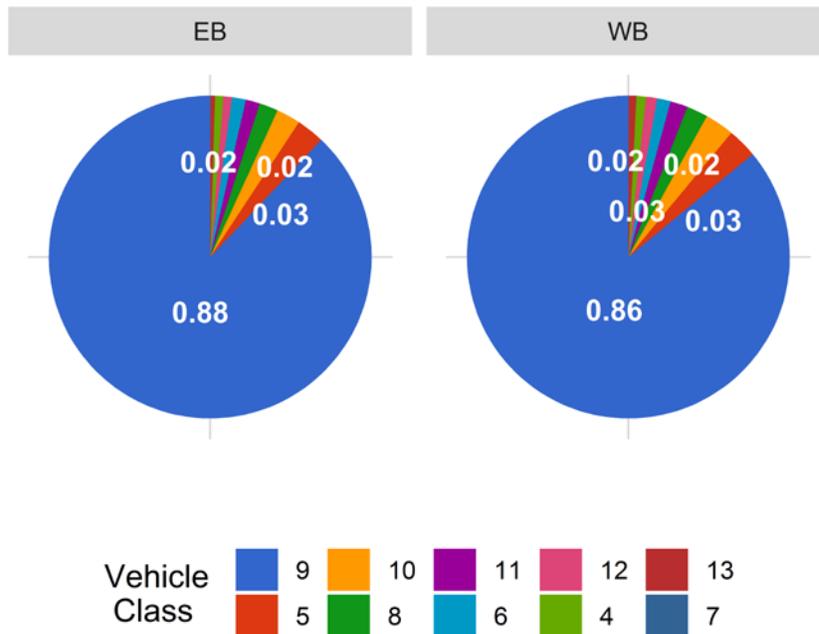


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

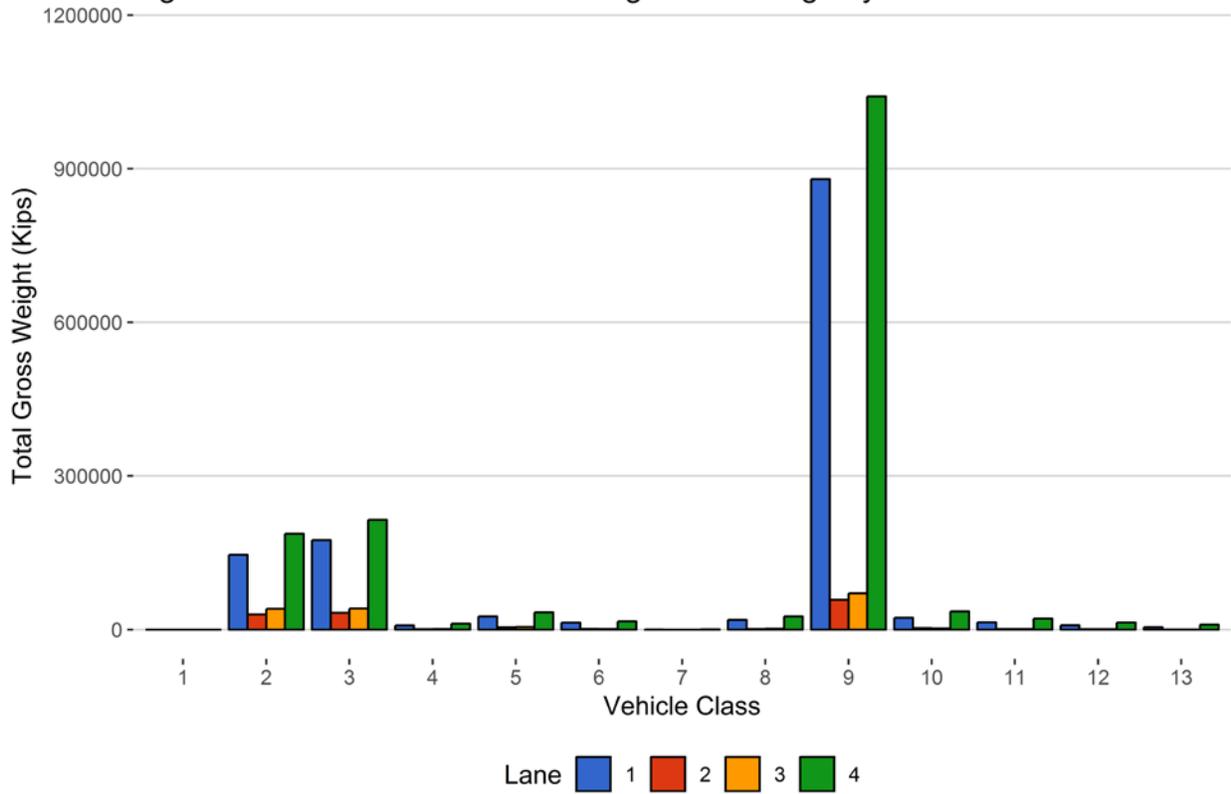


Figure 11 - Total Gross Vehicle Weight t

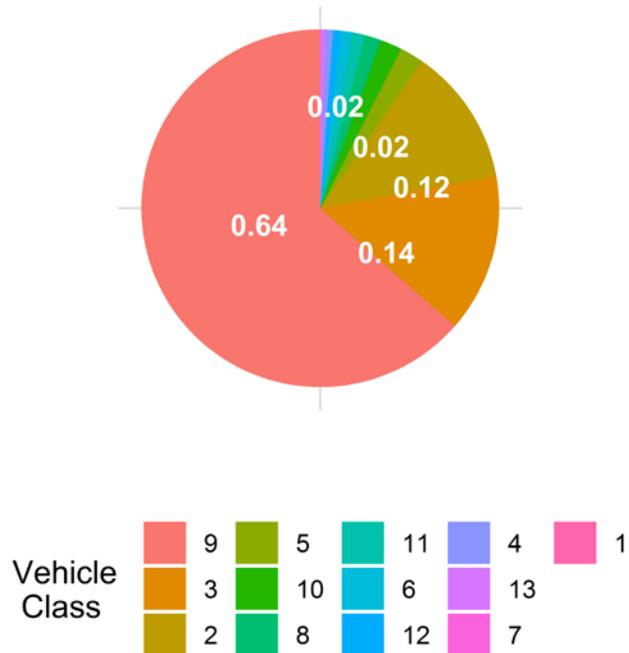


Figure 12 - Total ESALs by Class and Lane

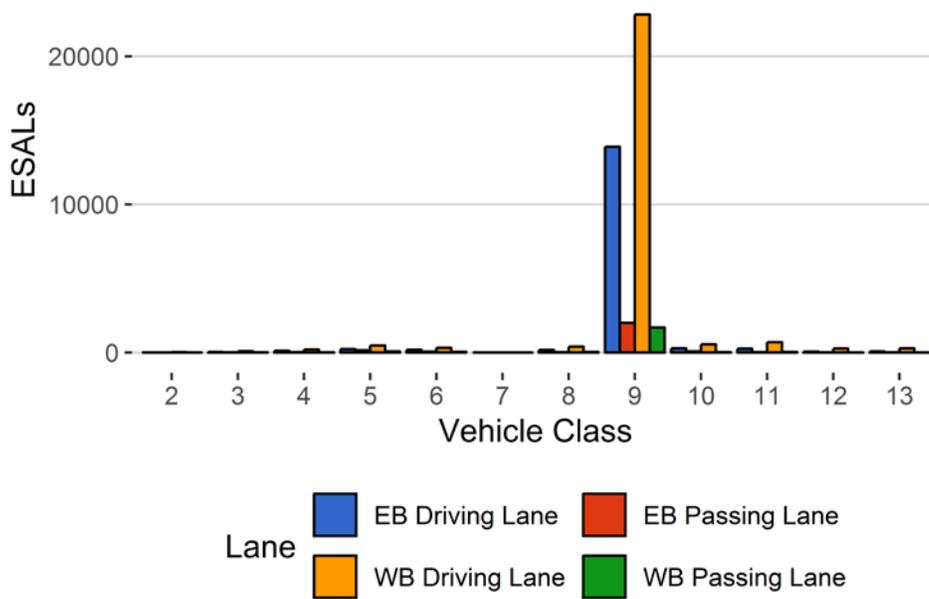


Figure 13 - ESALs by Class

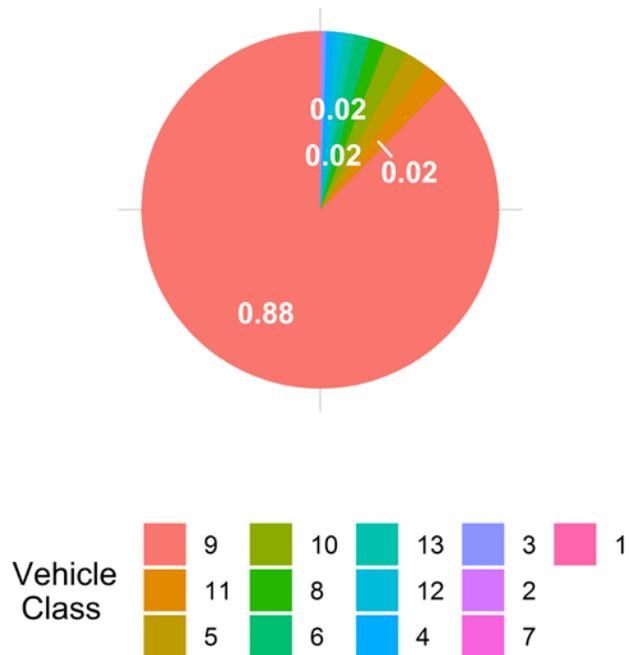


Table 1 Class 9 Front Axle Weight by Lane

<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>
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	NA	NA	11.99	3.67	12.51	9.54	12.82	11.29
February 2018	NA	NA	12.09	4.57	12.60	10.32	12.90	11.95
March 2018	NA	NA	11.96	3.40	12.25	7.26	12.63	9.61
April 2018	NA	NA	11.92	3.05	12.07	5.66	12.34	7.06
May 2018	NA	NA	11.64	0.68	11.82	3.44	12.00	4.15
June 2018	NA	NA	11.69	1.13	11.78	3.10	11.97	3.89
July 2018	NA	NA	11.86	2.55	11.78	3.13	11.99	4.08
August 2018	NA	NA	11.96	3.47	11.92	4.34	12.18	5.71
September 2018	NA	NA	12.02	3.94	12.01	5.16	12.33	7.04
October 2018	NA	NA	12.49	8.00	12.23	7.05	12.57	9.10
November 2018	NA	NA	12.69	9.74	12.65	10.70	13.07	13.47
December 2018	9.72	0.00	12.96	12.06	12.82	12.22	13.07	13.41
January 2019	10.01	2.98	12.81	10.82	12.49	9.36	11.49	-0.26

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	1	0	0	0
2	3503	108597	45.7	0	0
3	2577	79895	33.6	0	0
4	26	802	0.3	64	1.2
5	171	5307	2.2	88	1.6
6	39	1202	0.5	103	1.9
7	1	21	0	1	0
8	49	1533	0.6	42	0.8
9	1219	37802	15.9	4709	86.1
10	40	1241	0.5	203	3.7
11	22	671	0.3	89	1.6
12	13	400	0.2	58	1.1
13	5	159	0.1	110	2
TOTAL	7666	237632	100	5467	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>
2019-01-10	Thursday	16:39:38	10	WB	4	124.38
2019-01-12	Saturday	10:55:39	10	WB	4	120.34
2019-01-07	Monday	18:24:46	10	EB	2	119.81
2019-01-10	Thursday	14:00:34	9	WB	4	117.8
2019-01-15	Tuesday	04:08:04	10	WB	4	117.49
2019-01-09	Wednesday	19:16:22	9	WB	4	116.28
2019-01-06	Sunday	17:25:39	10	WB	4	115.9
2019-01-08	Tuesday	19:55:24	9	WB	3	115.89
2019-01-09	Wednesday	18:49:38	10	WB	4	115.51
2019-01-23	Wednesday	16:55:51	9	EB	2	115.34

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	316	62	19.6	8052	758	2121
5	EB	8	2333	643	27.6	25580	4349	6030
6	EB	19	563	231	41	10919	3823	2306
7	EB	11.5	10	0	0	303	0	94
8	EB	31	654	343	52.4	11716	8396	1038
9	EB	33	17150	2800	16.3	857375	80236	191913
10	EB	33.5	453	94	20.8	23121	2497	5547
11	EB	36.5	298	61	20.5	13169	1962	2259
12	EB	36.5	172	15	8.7	8677	496	1473
13	EB	31.5	53	0	0	4825	0	1578
TOTAL	****	****	22002	4249	****	963738	****	214358
<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	447	66	14.8	11575	883	2930
5	WB	8	2717	308	11.3	36504	2187	8616
6	WB	19	581	131	22.5	15035	2299	3243
7	WB	11.5	10	0	0	510	0	197
8	WB	31	805	313	38.9	20177	7411	2463
9	WB	33	18824	1946	10.3	1055035	57254	249031
10	WB	33.5	728	167	22.9	32865	4847	7036
11	WB	36.5	341	0	0	22624	0	5088
12	WB	36.5	209	2	1	14390	48	3417
13	WB	31.5	98	1	1	9803	26	3374
TOTAL	****	****	24760	2934	****	1218517	****	285394
GRAND TOTAL	****	****	46762	7183	330	2182255	177473	499753

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>
1	0	0	0	1	1	0
2	145959	29747	40476	186948	403129	12.5
3	174725	32494	41014	214260	462493	14.3
4	8043	768	968	11490	21268	0.7
5	25638	4292	5098	33592	68620	2.1
6	13490	1253	1237	16098	32077	1
7	303	0	0	510	812	0
8	18910	1202	1813	25775	47700	1.5
9	879651	57960	70860	1041429	2049901	63.6
10	22817	2801	2289	35422	63330	2
11	14189	942	1078	21546	37755	1.2
12	8465	708	653	13785	23612	0.7
13	4626	199	283	9545	14654	0.5
TOTAL	1316816	132364	165770	1610402	3225352	100
GVW/LANE	40.83	4.1	5.14	49.93	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>
1	0	0	0	0	0	0	0.5
2	11	5	7	29	52	0.11	0.001
3	46	17	20	96	180	0.39	0.0048
4	118	26	20	211	375	0.81	0.98
5	240	164	84	489	978	2.12	0.39
6	201	75	52	332	660	1.43	1.15
7	4	0	0	11	15	0.03	1.35
8	190	32	41	407	671	1.45	0.92
9	13890	2010	1702	22812	40414	87.57	2.25
10	291	78	38	561	968	2.1	1.64
11	259	36	41	709	1045	2.26	3.24
12	75	24	11	277	387	0.84	2
13	88	23	6	292	409	0.89	5.07
TOTAL	15413	2490	2022	26226	46152	100	19
ESALS/LANE	33.4	5.4	4.4	56.8	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 2018	220990	7892	1584	176648	79.9	44341.7	20.1	93.4	6.6
Mar 2018	280298	9042	1611	230353	82.2	49945.1	17.8	93.2	6.8
Apr 2018	267156	8905	1586	219578	82.2	47578.5	17.8	92.6	7.4
May 2018	358888	11577	1879	300637	83.8	58251.1	16.2	92.1	7.9
Jun 2018	403413	13447	1991	343676	85.2	59737.3	14.8	91.1	8.9
Jul 2018	433111	13971	2018	370548	85.6	62563	14.4	91.2	8.8
Aug 2018	437569	14115	2112	372092	85	65476.8	15	90.9	9.1
Sep 2018	366152	12205	1991	306435	83.7	59717.1	16.3	91.6	8.4
Oct 2018	343352	11076	1957	282691	82.3	60660.8	17.7	90.5	9.5
Nov 2018	304874	10162	1707	253655	83.2	51219.4	16.8	92	8
Dec 2018	249836	8615	1330	208619	83.5	41216.7	16.5	91.7	8.3
Jan 2019	237632	7666	1585	188493	79.3	49138.8	20.7	93.6	6.4
TOTAL	3903271	-	-	3253425	-	649846	-	-	-
AVERAGE	325273	10723	1779	271119	83	54154	17	92	8

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 2018	18539	1460	2079	31208	53286	93	7	35.5
Mar 2018	20570	1668	2103	34246	58587	94	6	20.2
Apr 2018	17863	1980	1824	29657	51324	93	7	12.1
May 2018	18187	2207	2067	32166	54627	92	8	4.4
Jun 2018	18041	2590	2413	31030	54075	91	9	3.1
Jul 2018	18401	3035	2196	32322	55954	91	9	2.8
Aug 2018	20552	3197	2709	34960	61418	90	10	4.9
Sep 2018	19972	2728	2340	36203	61243	92	8	10.4
Oct 2018	23230	4308	2613	40888	71039	90	10	19.1
Nov 2018	20520	2451	2346	36773	62090	92	8	45.4
Dec 2018	12572	2548	2315	27559	44994	89	11	44.8
Jan 2019	15427	2515	2039	26307	46288	90	10	35.2
TOTAL	223874	30687	27045	393319	674924	-	-	-
AVERAGE	18656	2557	2254	32777	56244	91	9	20

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 18	1241034	103408	149769	1460708	2954919
Mar 18	1505144	150289	200019	1792971	3648423
Apr 18	1378927	161549	190965	1679683	3411124
May 18	1667286	222811	267585	2071628	4229309
Jun 18	1730907	271875	339657	2137868	4480307
Jul 18	1788923	325935	348429	2277404	4740692
Aug 18	1915875	339615	366948	2302915	4925352
Sep 18	1720129	252992	288908	2083638	4345667
Oct 18	1717957	290836	276910	2210236	4495940
Nov 18	1554196	195512	237763	1815173	3802644
Dec 18	1297542	166610	203153	1450218	3117523
Jan 19	1318897	132672	166003	1612384	3229956
TOTAL	18836818	2614103	3036109	22894826	47381856
AVERAGE	1569735	217842	253009	1907902	3948488

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	10541	5.4	26.8	2785	271
Mar 2018	10805	4.1	22.8	1892	183
Apr 2018	8708	3.4	19.2	1087	111
May 2018	7621	2.2	13.4	479	99
Jun 2018	7233	1.8	12.4	417	95
Jul 2018	7532	1.8	12.3	389	93
Aug 2018	8919	2.1	14	647	103
Sep 2018	9527	2.7	16.7	1171	119
Oct 2018	13380	4.1	22.9	2426	234
Nov 2018	11759	4.1	24.3	4157	387
Dec 2018	6713	2.7	16.2	3230	289
Jan 2019	5490	2.4	11.7	2523	234
TOTAL	108228	-	-	21203	2218
AVERAGE	9019	3.1	17.7	1766.9	184.8

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 2018	210407	293452	503859	41.8	58.2
Mar 2018	243395	341854	585249	41.6	58.4
Apr 2018	223199	309322	532521	41.9	58.1
May 2018	246347	360108	606455	40.6	59.4
Jun 2018	249273	351320	600593	41.5	58.5
Jul 2018	258038	359867	617905	41.8	58.2
Aug 2018	280790	385307	666097	42.2	57.8
Sep 2018	263585	371797	635381	41.5	58.5
Oct 2018	295906	409353	705259	42	58
Nov 2018	249601	342900	592501	42.1	57.9
Dec 2018	189465	263947	453412	41.8	58.2
Jan 2019	214358	285394	499753	42.9	57.1
TOTAL	2924364	4074621	6998984	-	-
AVERAGE	243697	339551.7	583248.7	41.8	58.2