

JULY 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 July 2019. Volume was computed using all monthly data.

## System Calibration

WIM #49 was most recently calibrated on 2019-01-24. 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: 427176 | Passenger Vehicles: 365919 | Heavy Commercial Vehicles: 61257

Monthly Average Daily Traffic (MADT): 13874 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1976

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 02 PM and 04 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 02 PM and 04 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 5's.

### Overweight HCVs

**Volume trends.** Of a total of 61257 HCVs, 1021 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 0.2% of total monthly volume, and 1.7% of total monthly

HCV volume. EB overweight vehicles typically reached highest numbers on Wednesdays, 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 13 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 75.6% 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 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 <sup>4</sup>.

Using normal load limits ,334 EB vehicles exceeded 88,000 pounds (296 vehicles were Class 9's; 18 vehicles were Class 10's). Of vehicles traveling WB,

46 EB vehicles exceeded 88,000 pounds (40 vehicles were Class 13's; 5 vehicles were Class 10'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 empty Class 9's than fully\_loaded Class 9's traveling EB, while there were more empty Class 9's than fully\_loaded 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 empty class 10 vehicles.

**Freight Totals.** A total of 418907 tons of freight was recorded to have crossed the WIM. More freight was shipped WB (50.2%) than EB (49.8%). 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 427176 vehicles with a combined GVW of 4055932 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 29439 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 53% of all ESALs were recorded EB while 47% was observed WB. In particular, 84% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 50% 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:

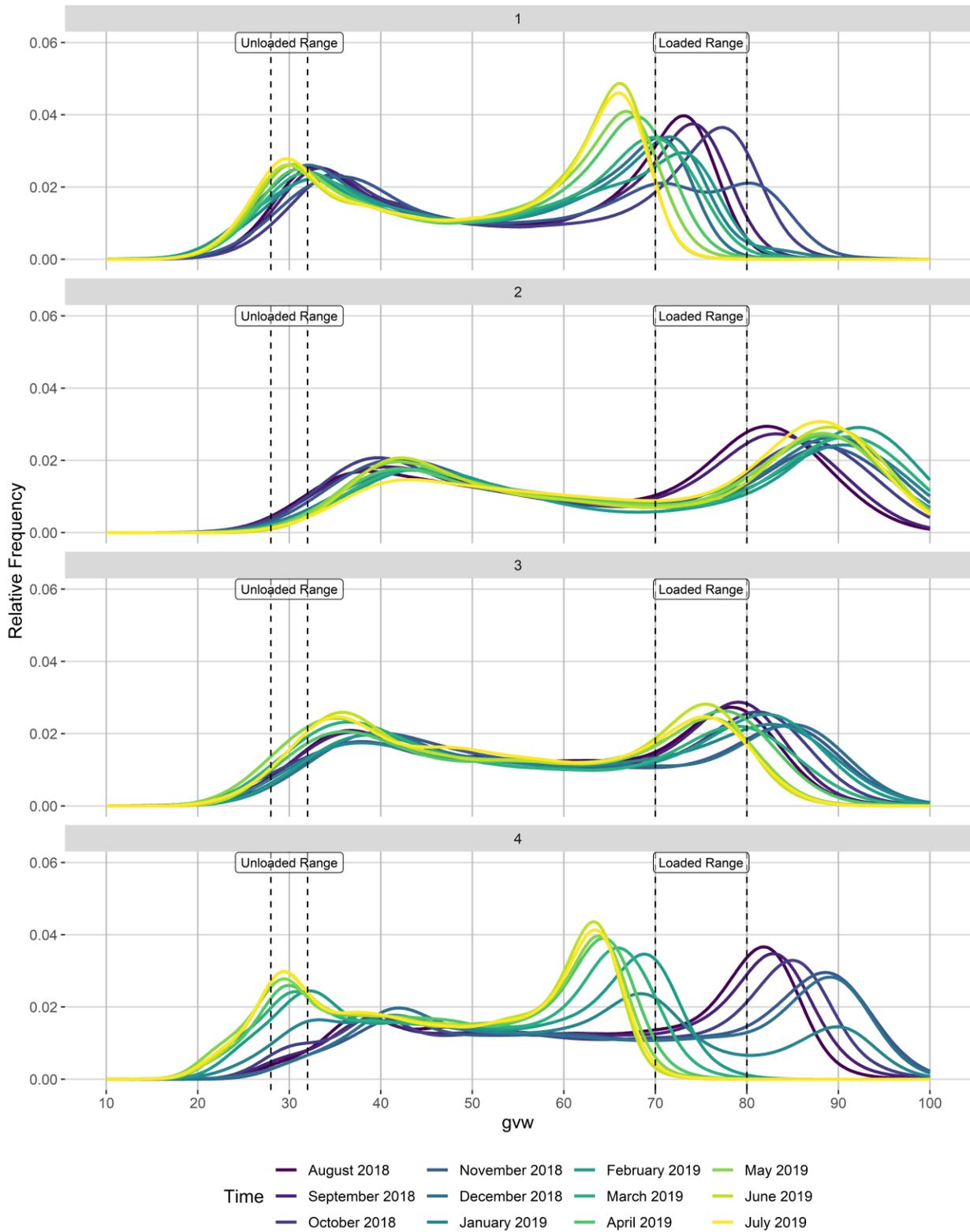
<http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html> MnDOT's vehicle

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.

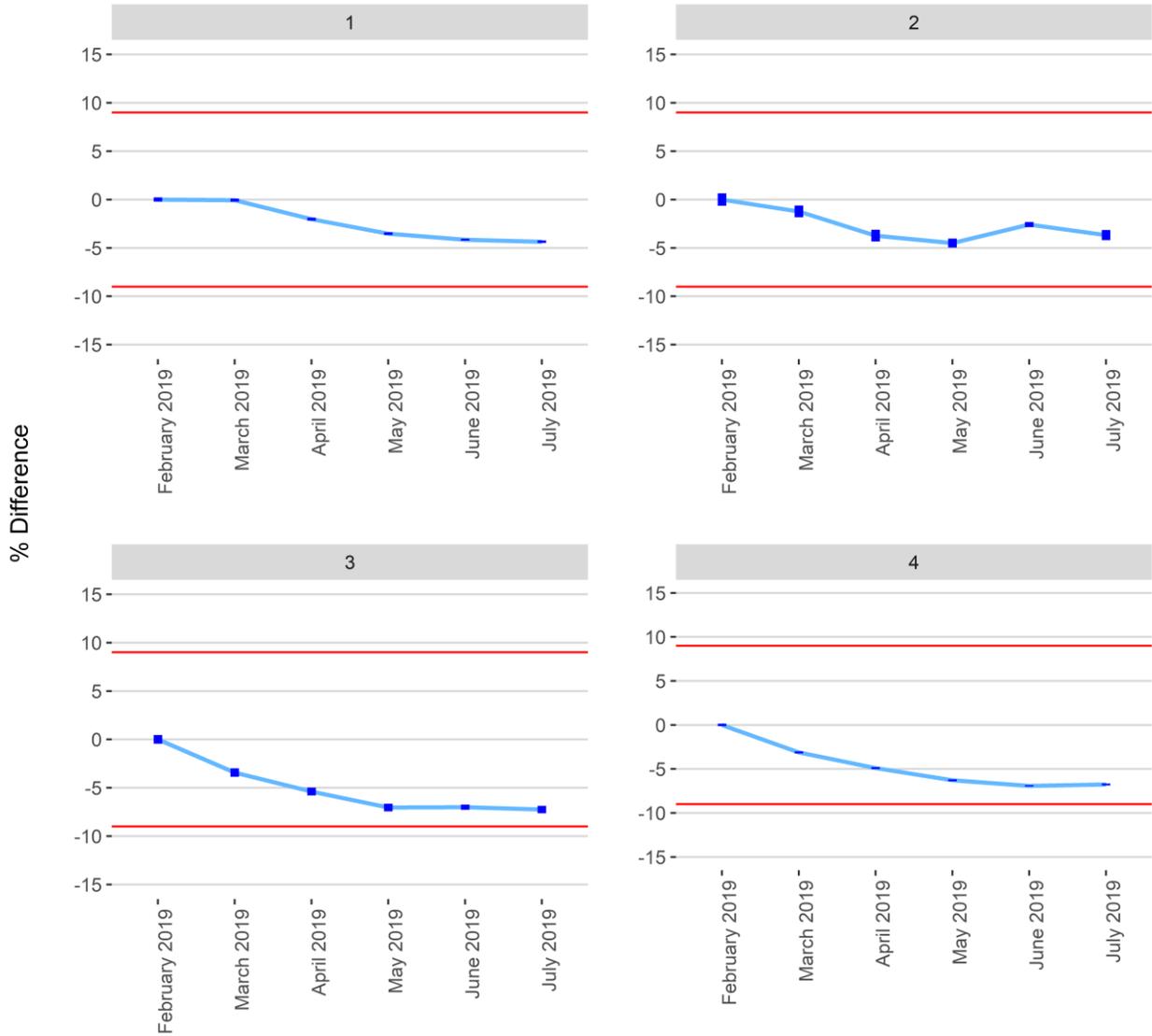
**To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to [ADArequest.dot@state.mn.us](mailto:ADArequest.dot@state.mn.us). Please request at least one week in advance.**

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

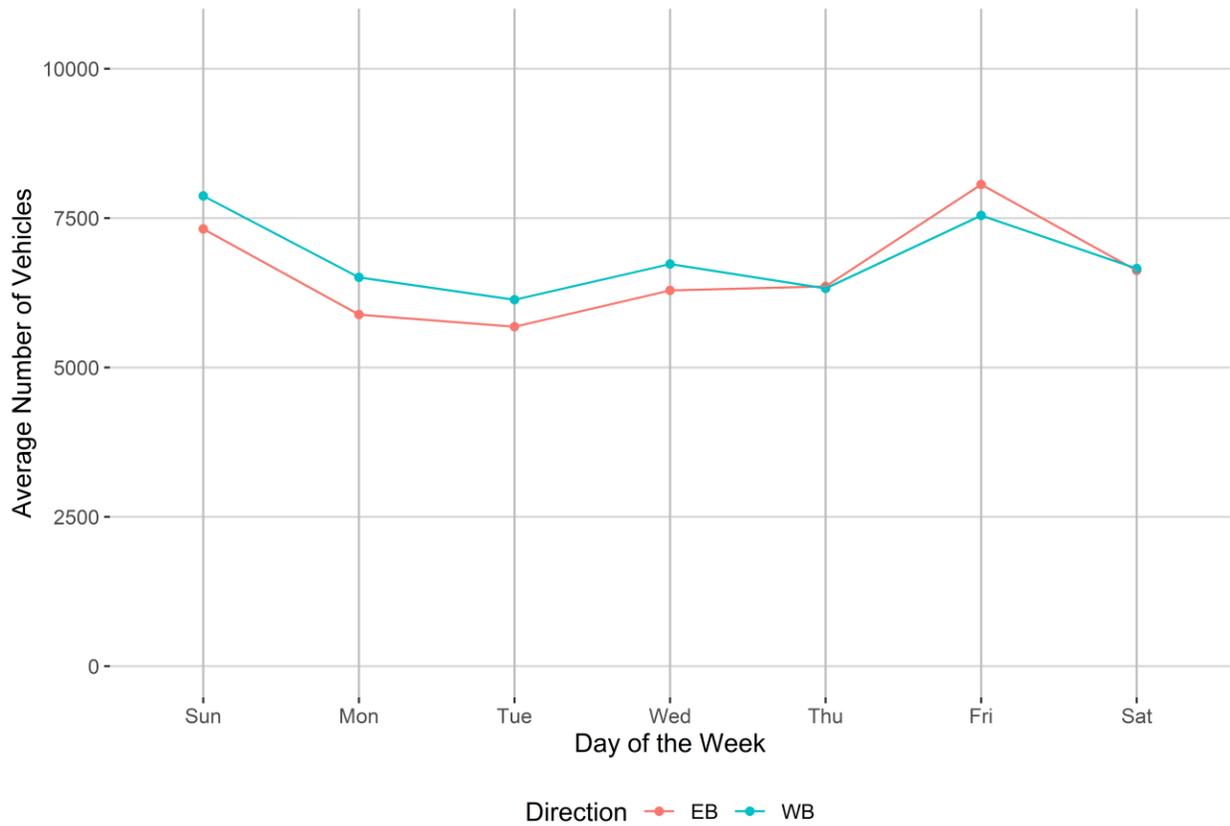


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

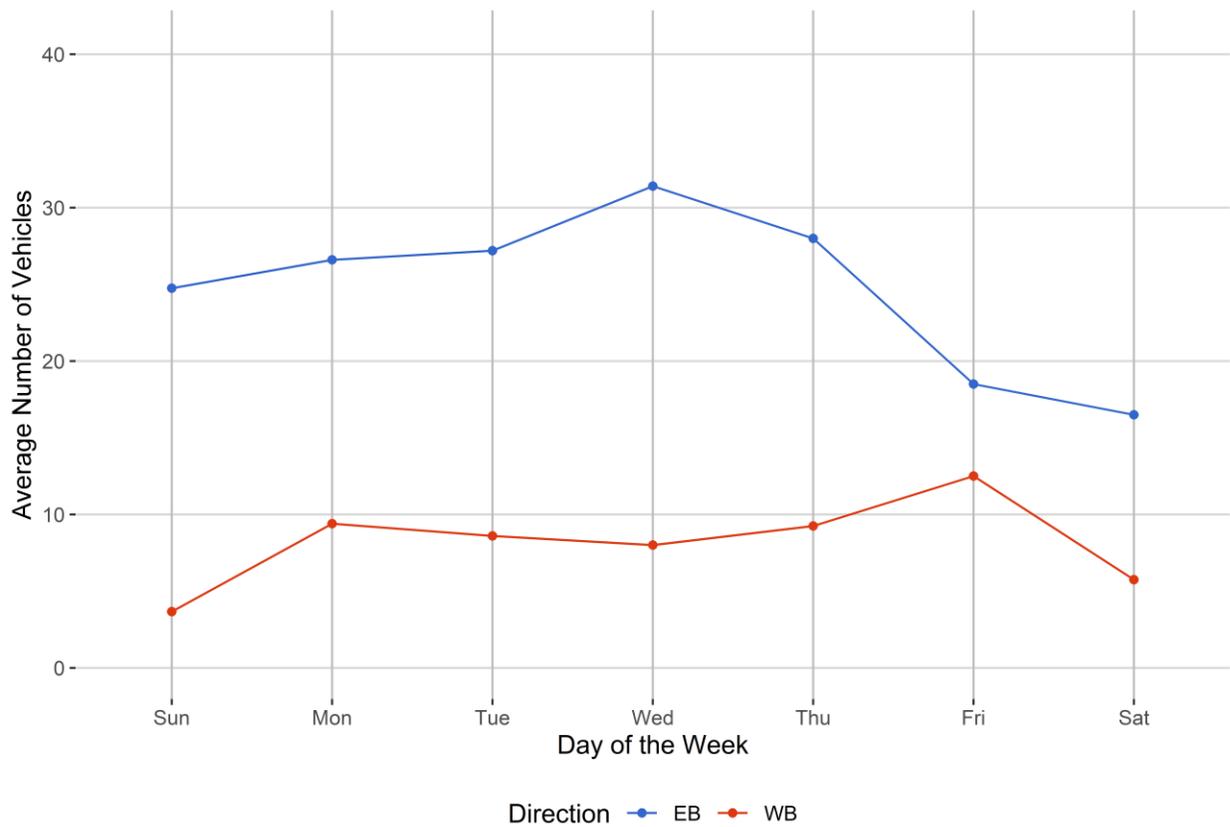


Figure 4 - Passenger Vehicles vs. Hour of the Day

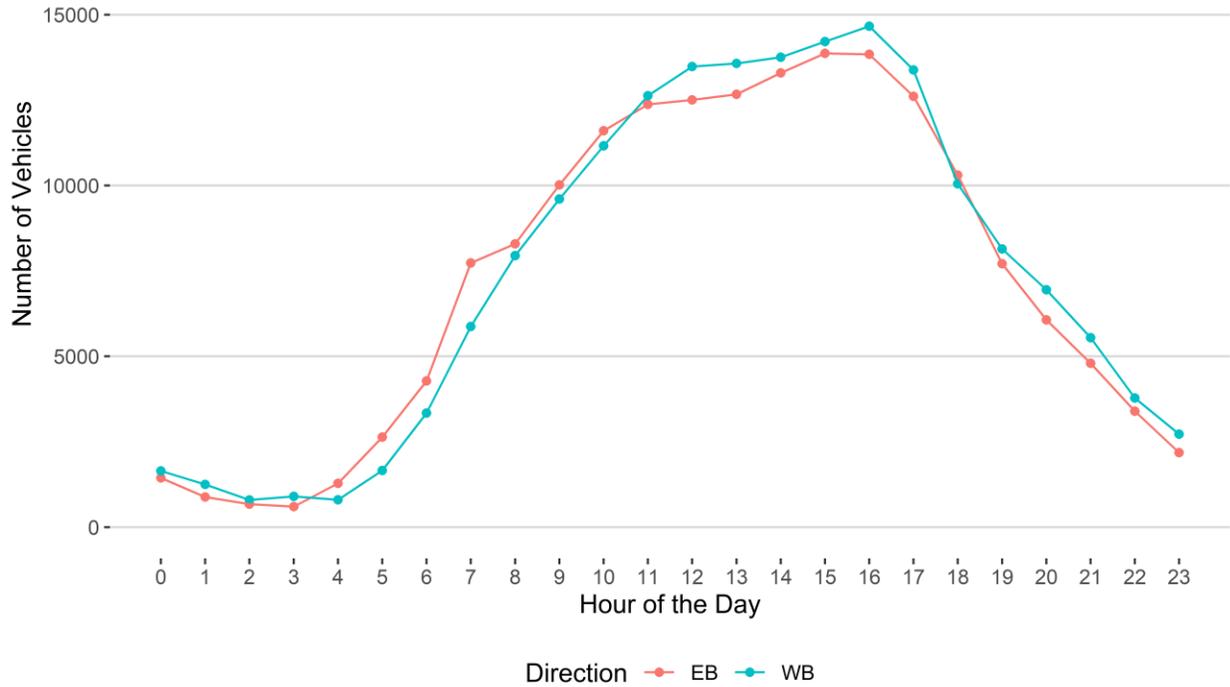


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

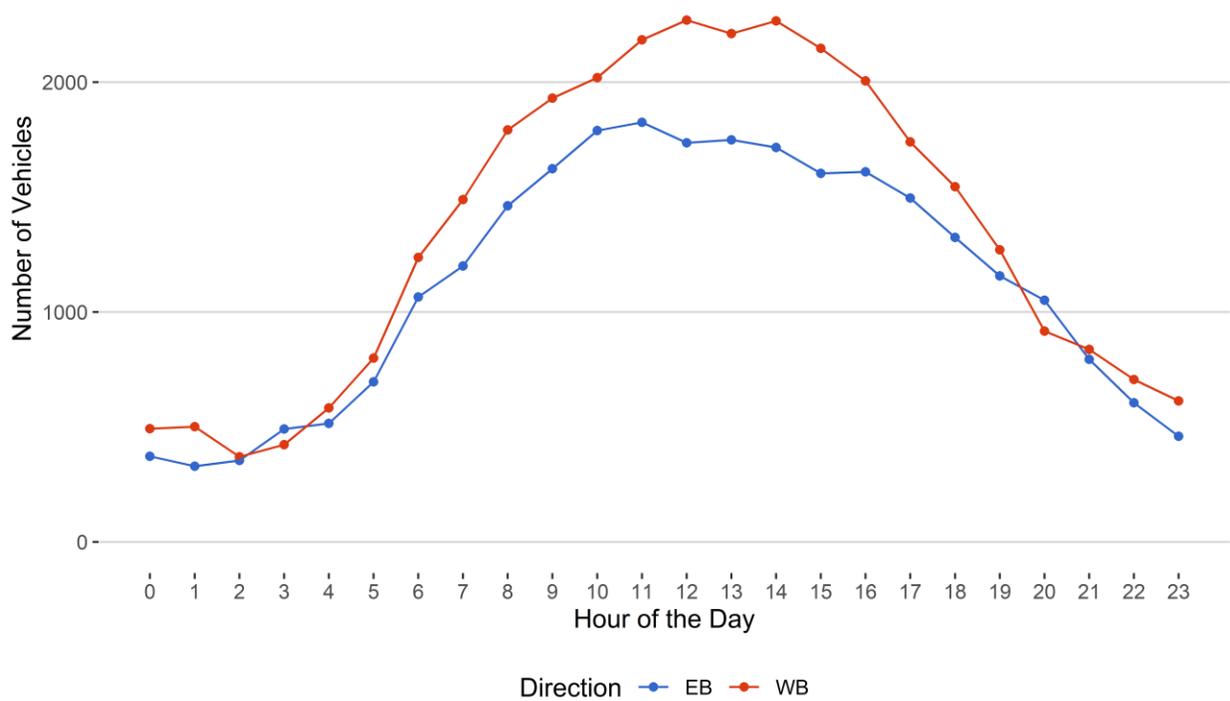


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

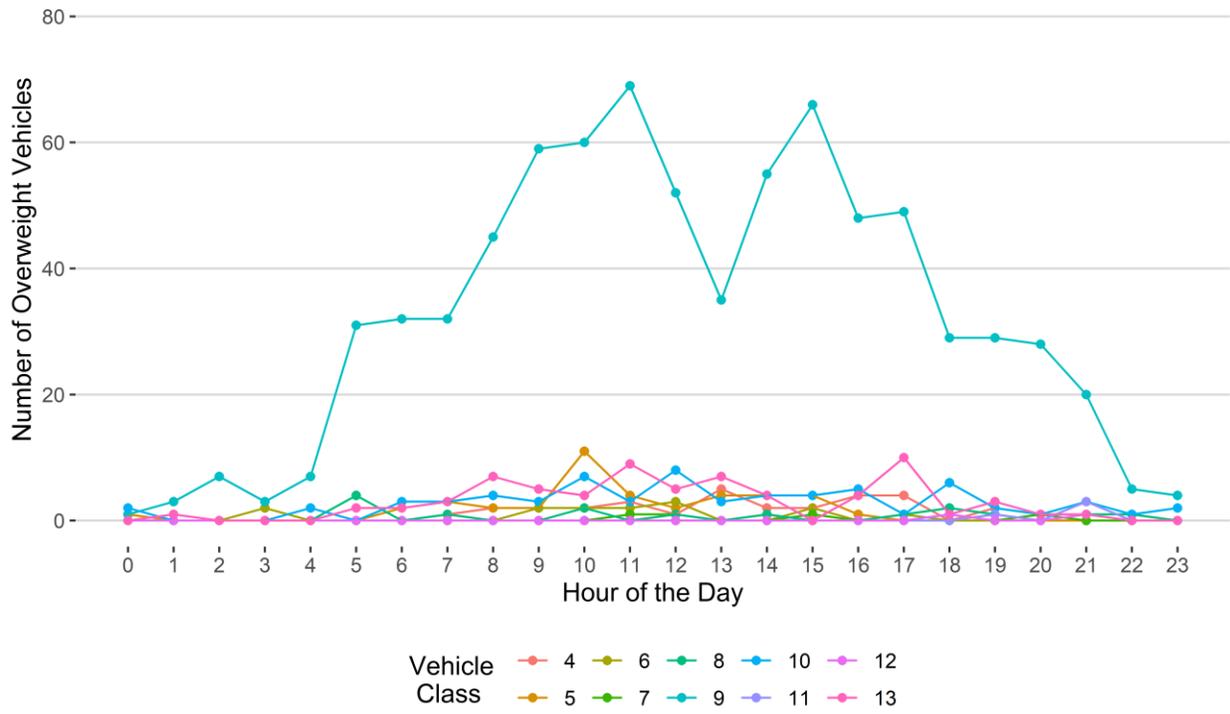


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

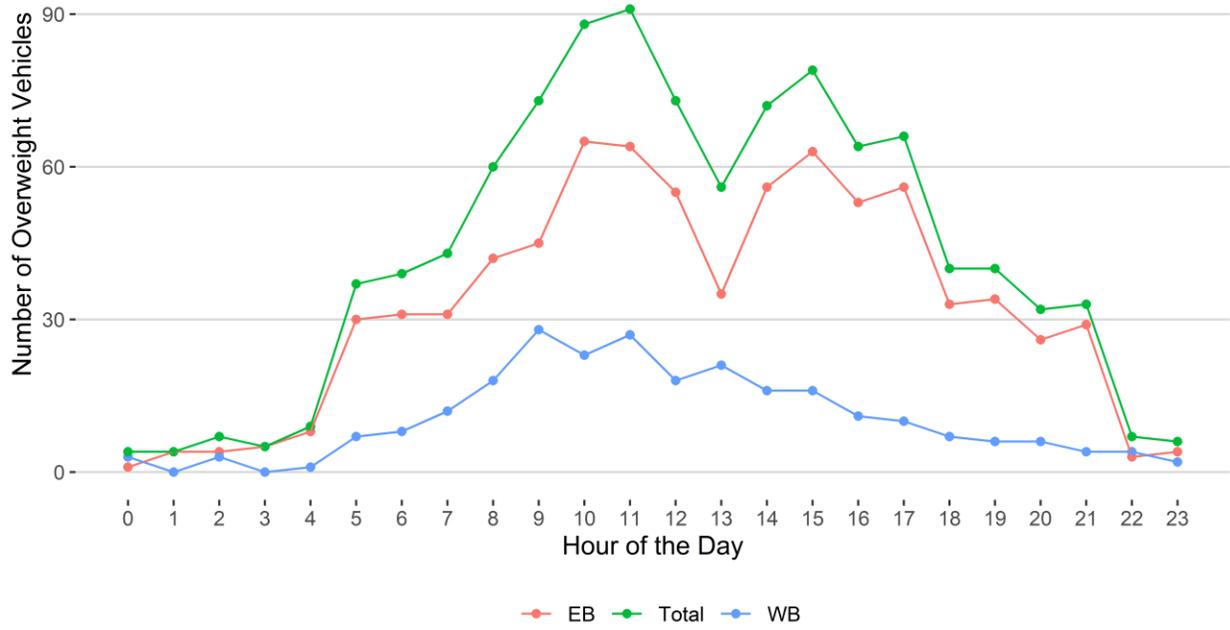
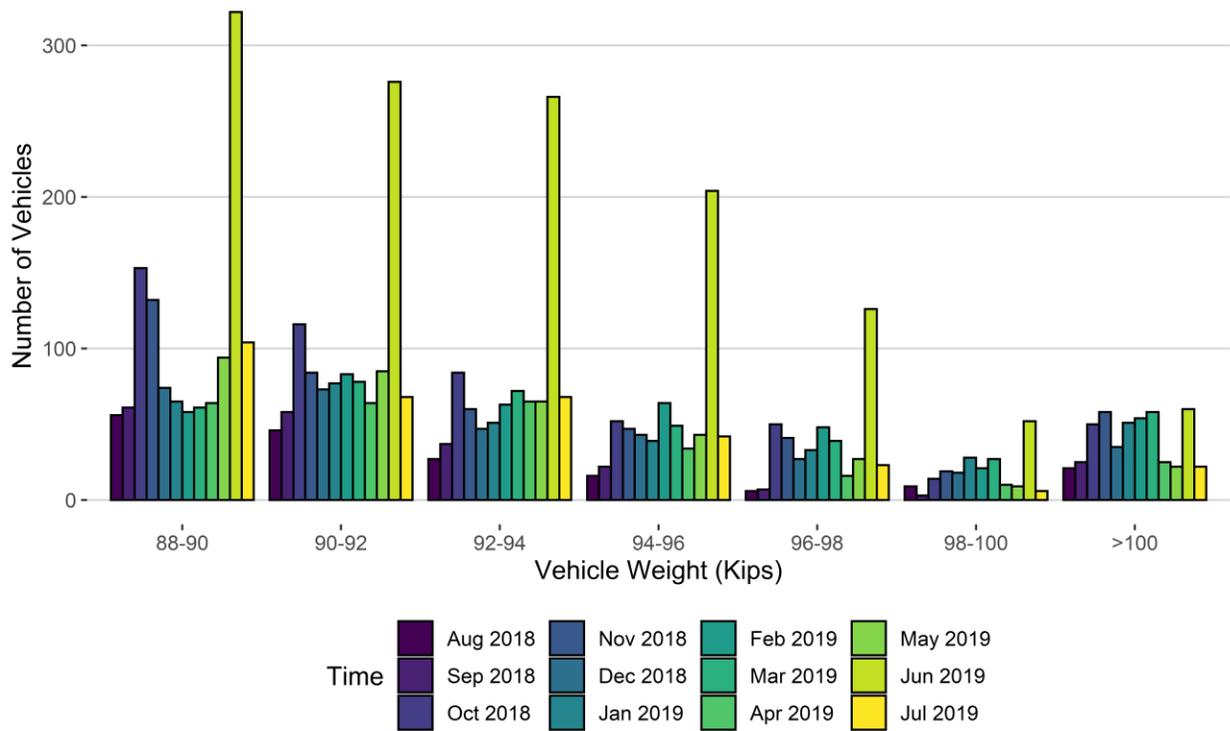
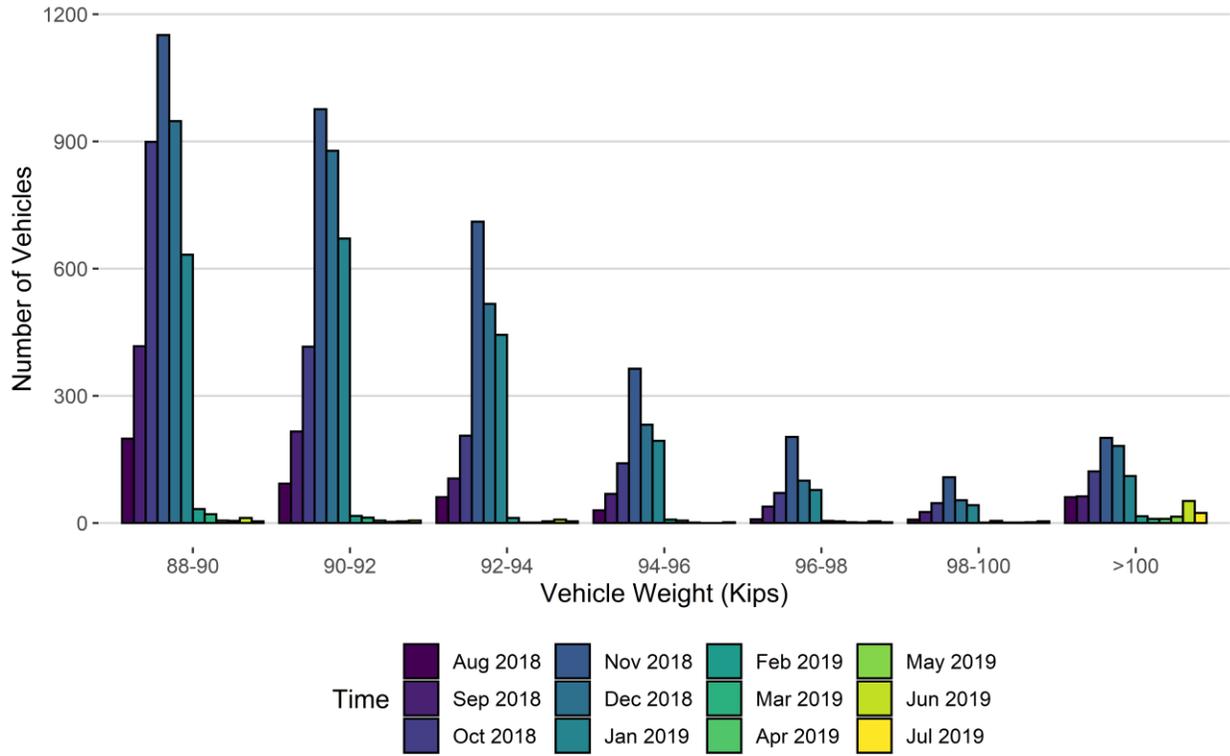


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	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	56	61	153	132	74	65	58	61	64	94	322	104
90-92	46	58	116	84	73	77	83	78	64	85	276	68
92-94	27	37	84	60	47	51	63	72	65	65	266	68
94-96	16	22	52	47	43	39	64	49	34	43	204	42
96-98	6	7	50	41	27	33	48	39	16	27	126	23
98-100	9	3	14	19	18	28	21	27	10	9	52	6
>100	21	25	50	58	35	51	54	58	25	22	60	22
Total	181	213	519	441	317	344	391	384	278	345	1306	333

Figure 8 - Histogram of WB 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	199	417	899	1151	948	633	33	21	6	5	12	4
90-92	93	216	416	976	878	671	17	13	6	3	4	6
92-94	61	105	206	711	517	444	12	1	1	4	8	4
94-96	30	69	141	364	232	194	8	6	1	0	0	2
96-98	9	39	71	203	100	78	5	4	2	1	4	2
98-100	8	26	47	108	54	42	1	5	1	1	2	4
>100	61	63	122	201	182	111	16	10	10	15	52	24
Total	461	935	1902	3714	2911	2173	92	60	27	29	82	46

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

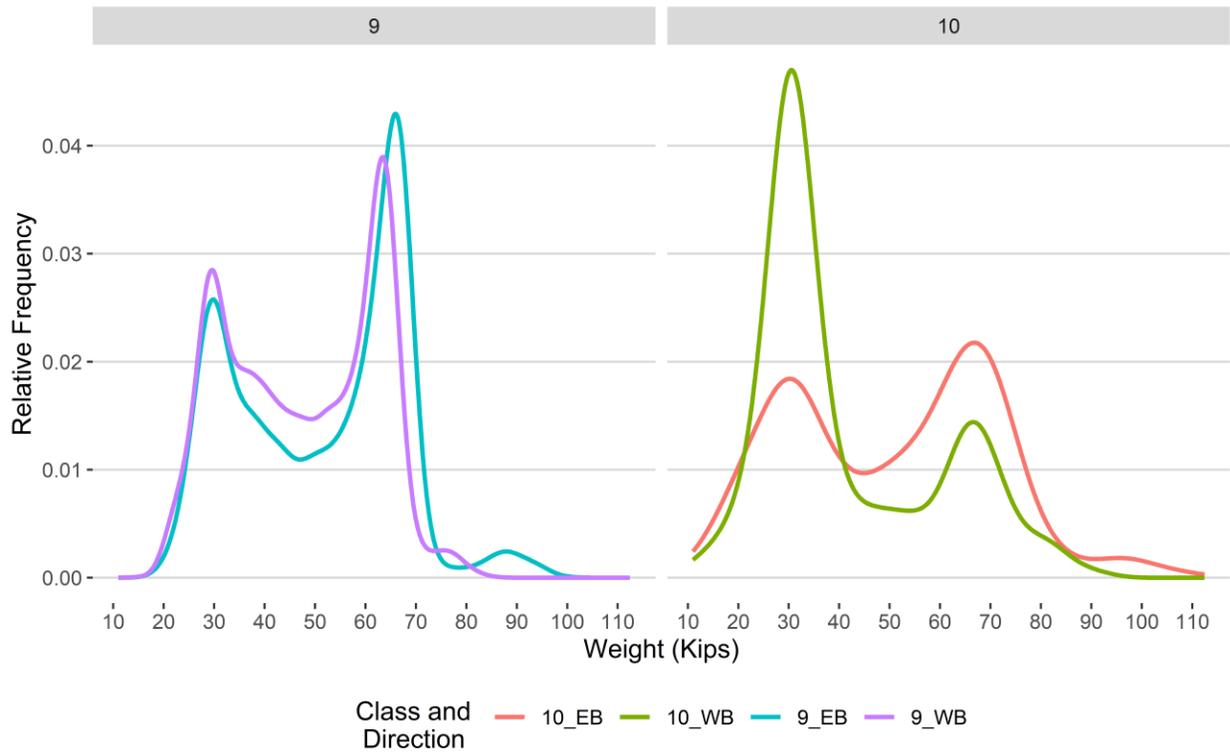


Figure 9 - Freight Percentage by Direction and Class

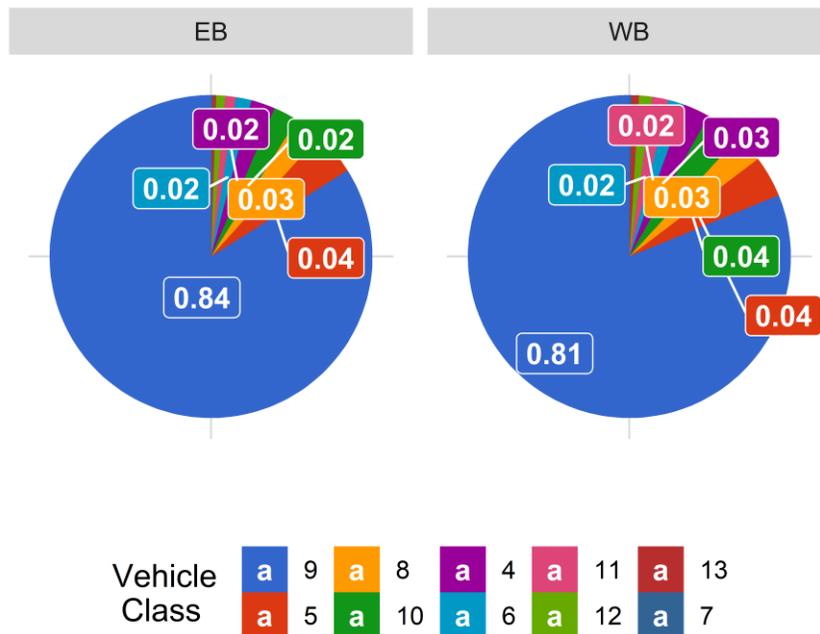


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

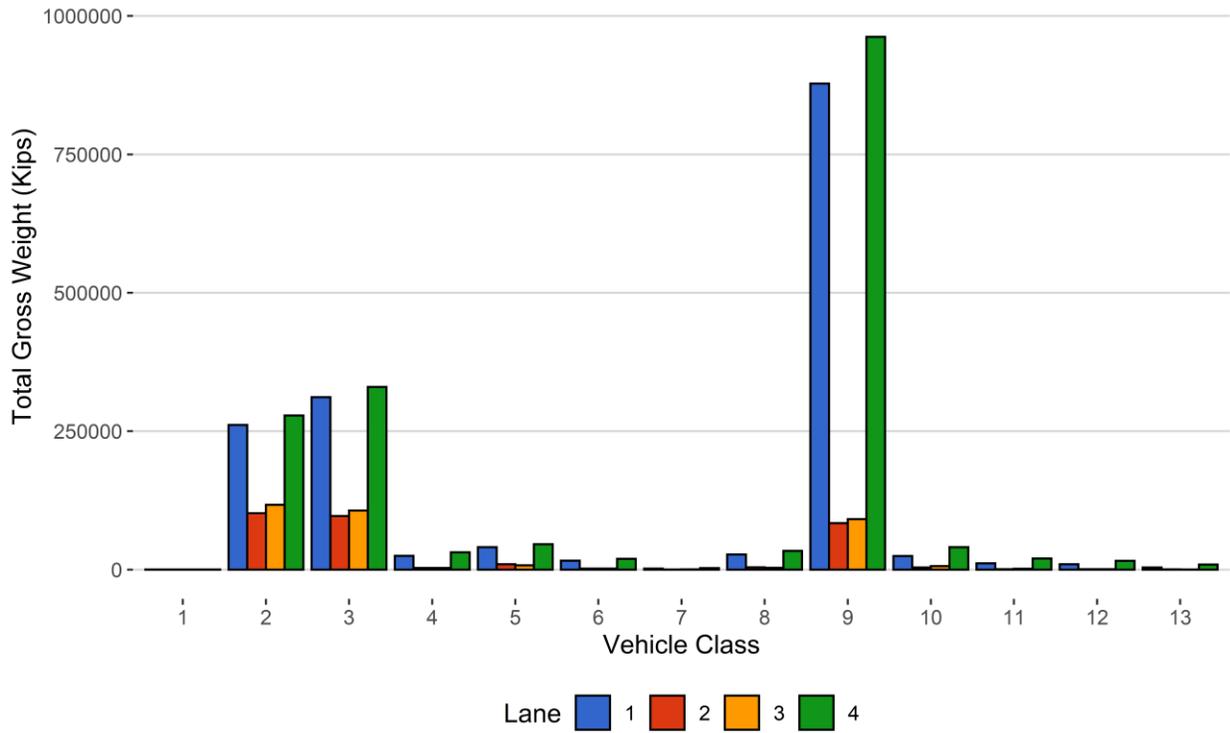


Figure 11 - Total Gross Vehicle Weight t

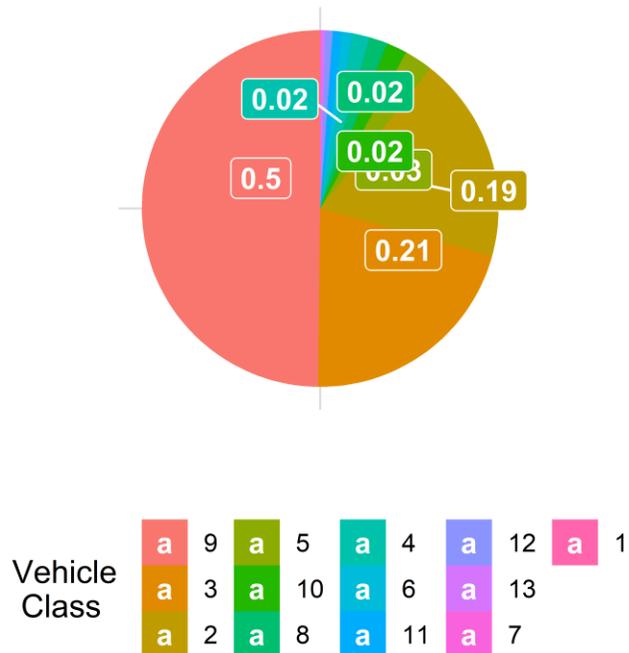


Figure 12 - Total ESALs by Class and Lane

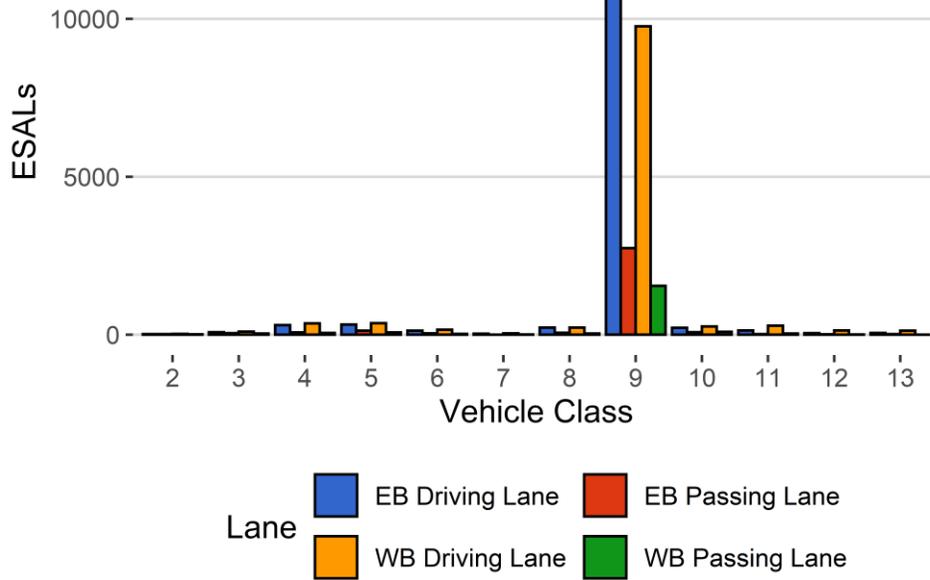
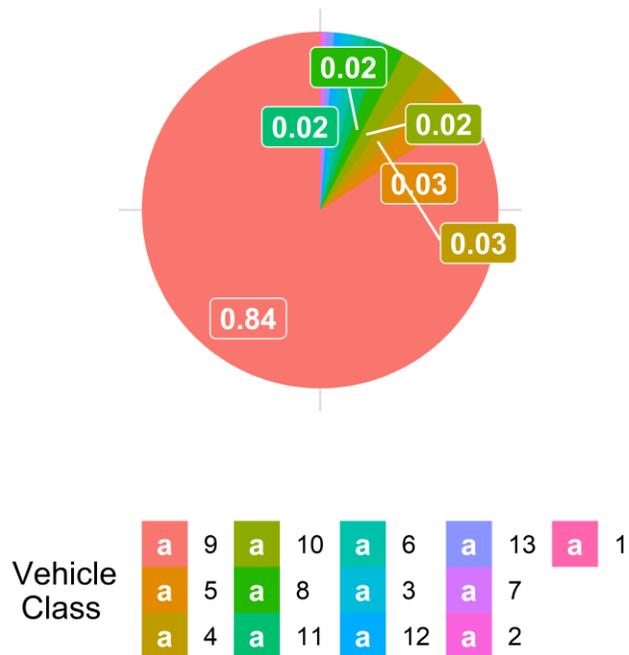


Figure 13 - ESALs by Class



**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>
February 2019	9.78	0.00	13.14	0.00	12.28	0.00	9.93	0.00
March 2019	9.78	-0.06	12.98	-1.23	11.86	-3.43	9.62	-3.12
April 2019	9.58	-2.02	12.65	-3.73	11.62	-5.38	9.44	-4.90
May 2019	9.44	-3.53	12.55	-4.49	11.42	-7.04	9.31	-6.28
June 2019	9.38	-4.15	12.80	-2.59	11.42	-7.00	9.24	-6.91
July 2019	9.35	-4.36	12.66	-3.67	11.39	-7.25	9.26	-6.76

**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	179	0	0	0
2	7063	218947	51.3	0	0
3	4735	146794	34.4	0	0
4	91	2832	0.7	34	3.3
5	275	8511	2	41	4
6	55	1697	0.4	15	1.5
7	5	153	0	5	0.5
8	87	2699	0.6	15	1.5
9	1360	42159	9.9	769	75.3
10	56	1745	0.4	67	6.6
11	24	735	0.2	4	0.4
12	18	554	0.1	2	0.2
13	6	172	0	69	6.8
<b>TOTAL</b>	<b>13780</b>	<b>427176</b>	<b>100</b>	<b>1021</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>
2019-07-23	Tuesday	08:04:59	9	EB	2	112.43
2019-07-17	Wednesday	19:55:35	9	EB	2	110.6
2019-07-17	Wednesday	21:36:16	10	EB	2	110.28
2019-07-03	Wednesday	23:51:47	10	EB	2	106.19
2019-07-24	Wednesday	21:17:50	10	EB	2	104.64
2019-07-22	Monday	16:30:58	10	EB	2	104.61
2019-07-11	Thursday	20:09:25	10	WB	4	104.48
2019-07-11	Thursday	18:26:00	9	EB	2	104.36
2019-07-23	Tuesday	08:47:10	10	EB	2	101.94
2019-07-31	Wednesday	16:37:43	9	EB	2	101.66

**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	1202	199	16.6	25080	2577	5018
5	EB	8	4002	979	24.5	43431	6706	9623
6	EB	19	739	320	43.3	12690	5153	2365
7	EB	11.5	61	0	0	1890	0	594
8	EB	31	1154	811	70.3	12922	18458	1145
9	EB	33	18747	4023	21.5	847423	114586	180765
10	EB	33.5	561	171	30.5	23987	4492	5461
11	EB	36.5	281	106	37.7	9157	2971	1385
12	EB	36.5	224	46	20.5	8725	1500	1114
13	EB	31.5	50	3	6	3966	82	1243
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>27021</b>	<b>6658</b>	<b>****</b>	<b>989271</b>	<b>****</b>	<b>208712</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	1543	295	19.1	30465	3835	5872
5	WB	8	4246	896	21.1	47327	6243	10264
6	WB	19	906	395	43.6	14936	6329	2613
7	WB	11.5	87	1	1.1	2926	10	968
8	WB	31	1462	1142	78.1	11652	25574	866
9	WB	33	22111	5221	23.6	906604	146819	174617
10	WB	33.5	1130	602	53.3	29738	17118	6025
11	WB	36.5	431	54	12.5	20410	1108	3325
12	WB	36.5	313	19	6.1	16308	471	2788
13	WB	31.5	117	2	1.7	9334	41	2856
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>32346</b>	<b>8627</b>	<b>****</b>	<b>1089699</b>	<b>****</b>	<b>210195</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>59367</b>	<b>15285</b>	<b>531</b>	<b>2078970</b>	<b>364072</b>	<b>418907</b>

**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	93	12	16	88	209	0
2	261311	101870	116944	278441	758566	18.7
3	311403	96950	106541	329825	844719	20.9
4	24677	2981	3081	31219	61957	1.5
5	40470	9667	7776	45794	103707	2.6
6	16050	1793	1818	19447	39108	1
7	1790	100	348	2588	4826	0.1
8	27444	3936	3358	33868	68606	1.7
9	877972	84036	91132	962291	2015432	49.8
10	24628	3850	6370	40487	75335	1.9
11	11428	701	1497	20022	33647	0.8
12	9542	682	810	15969	27003	0.7
13	3686	362	280	9095	13423	0.3
<b>TOTAL</b>	<b>1610495</b>	<b>306940</b>	<b>339970</b>	<b>1789132</b>	<b>4046537</b>	<b>100</b>
<b>GVW/LANE</b>	<b>39.8</b>	<b>7.59</b>	<b>8.4</b>	<b>44.21</b>	<b>100</b>	<b>0</b>

**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	0.0058
2	18	18	16	26	78	0.26	7e-04
3	82	52	42	100	276	0.94	0.0039
4	303	73	54	358	789	2.69	0.58
5	324	129	76	367	896	3.05	0.22
6	132	48	28	158	366	1.24	0.45
7	31	4	6	43	84	0.28	1.13
8	228	64	38	228	558	1.9	0.43
9	10708	2743	1549	9766	24765	84.31	1.21
10	221	83	92	264	660	2.25	0.78
11	138	23	37	286	484	1.65	1.36
12	53	15	11	134	213	0.72	0.8
13	56	18	5	128	207	0.7	2.38
<b>TOTAL</b>	<b>12294</b>	<b>3269</b>	<b>1954</b>	<b>11857</b>	<b>29374</b>	<b>100</b>	<b>9</b>
<b>ESALS/LANE</b>	<b>41.9</b>	<b>11.1</b>	<b>6.7</b>	<b>40.4</b>	<b>100</b>	<b>-</b>	<b>-</b>

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

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCAD T</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>	<i>Heavy Commercial Vehicles in Driving Lane %</i>	<i>Heavy Commercial Vehicles in Passing Lane %</i>
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
Feb 2019	203760	7277	1529	160956	79	42803.6	21	92.4	7.6
Mar 2019	275186	8877	1710	222175	80.7	53010.7	19.3	93.1	6.9
Apr 2019	290206	9674	1771	237070	81.7	53135.6	18.3	92.9	7.1
May 2019	360874	11568	1847	303630	84.1	57244.3	15.9	91.7	8.3
Jun 2019	400718	13357	2006	340534	85	60184.1	15	89	11
Jul 2019	427176	13874	1976	365919	85.7	61256.9	14.3	91.6	8.4
<b>TOTAL</b>	<b>3897335</b>	<b>-</b>	<b>-</b>	<b>3242269</b>	<b>-</b>	<b>655065</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>324778</b>	<b>10706</b>	<b>1793</b>	<b>270189</b>	<b>83</b>	<b>54589</b>	<b>17</b>	<b>92</b>	<b>8</b>

**###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>
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
Feb 2019	11829	3709	2133	13009	30680	81	19	0.4
Mar 2019	14419	2617	1904	14178	33118	86	14	0.5
Apr 2019	12589	3407	1777	12322	30096	83	17	0.3
May 2019	11950	3256	1712	12107	29025	83	17	0.1
Jun 2019	23167	11821	3770	23583	62341	75	25	0.1
Jul 2019	12316	3275	1958	11890	29439	82	18	0.1
<b>TOTAL</b>	<b>198544</b>	<b>45830</b>	<b>27617</b>	<b>289780</b>	<b>561771</b>	-	-	-
<b>AVERAGE</b>	<b>16545</b>	<b>3819</b>	<b>2301</b>	<b>24148</b>	<b>46814</b>	<b>86</b>	<b>14</b>	<b>13</b>

### ###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>
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
Feb 19	1052899	129123	157838	1259469	2599329
Mar 19	1361595	164259	199086	1585945	3310885
Apr 19	1325756	180407	211379	1556974	3274517
May 19	1423938	260130	265009	1700873	3649951
Jun 19	2939660	809623	639308	3533060	7921650
Jul 19	1616775	307221	340173	1791764	4055932
<b>TOTAL</b>	<b>19245217</b>	<b>3229000</b>	<b>3352478</b>	<b>22902648</b>	<b>48729344</b>
<b>AVERAGE</b>	<b>1603768</b>	<b>269083</b>	<b>279373</b>	<b>1908554</b>	<b>4060779</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>
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
Feb 2019	1777	0.9	4.4	487	93
Mar 2019	1390	0.5	2.7	447	100
Apr 2019	958	0.3	1.9	306	47

May 2019	1034	0.3	1.9	374	47
Jun 2019	3062	0.4	2.6	1390	166
Jul 2019	1028	0.2	1.7	380	56
<b>TOTAL</b>	<b>65037</b>	<b>-</b>	<b>-</b>	<b>17538</b>	<b>1875</b>
<b>AVERAGE</b>	<b>5419.8</b>	<b>1.7</b>	<b>10.1</b>	<b>1461.5</b>	<b>156.2</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>
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
Feb 2019	169293	197643	366936	46.1	53.9
Mar 2019	210425	229917	440342	47.8	52.2
Apr 2019	195045	212731	407776	47.8	52.2
May 2019	198928	211636	410564	48.5	51.5
Jun 2019	440455	421133	861588	51.1	48.9
Jul 2019	208712	210195	418907	49.8	50.2
<b>TOTAL</b>	<b>2916563</b>	<b>3541952</b>	<b>6458515</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>243047</b>	<b>295162.6</b>	<b>538209.6</b>	<b>45.3</b>	<b>54.7</b>