

JANUARY 2019



**WIM #59/61
I-90,
MP 276.8
DRESBACH,
MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #59 is located on I-90 near Dresbach in Winona county.

System Operation

WIM #59 was operational for the entire month of January 2019. Volume was computed using all monthly data.

System Calibration

WIM #59 was most recently calibrated on 2016-12-20. Table 1 summarizes the front axle weights of class 9s by lane ¹. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation ². Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

Summary of Volume Statistics

Total Monthly Volume: 559580 | Passenger Vehicles: 480175 | Heavy Commercial Vehicles: 79405

Monthly Average Daily Traffic (MADT): 18051 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 2561

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 Fridays, 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 03 PM and 05 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 03 PM and 05 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 13's.

Overweight HCVs

Volume trends. Of a total of 79405 HCVs, 18682 of them were overweight ³. These overweight HCVs contributed to 3.9% of total monthly volume, and 27.1% of total monthly

HCV volume. EB overweight vehicles typically reached highest numbers on Thursdays, 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 11 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 93.3% 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 ⁴.

Using normal load limits ,8398 EB vehicles exceeded 88,000 pounds (7899 vehicles were Class 9's; 194 vehicles were Class 10's). Of vehicles traveling WB,

522 EB vehicles exceeded 88,000 pounds (450 vehicles were Class 9's; 42 vehicles were Class 14'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 empty Class 9's than fully_loaded 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 empty class 10 vehicles.

Freight Totals. A total of 819140 tons of freight was recorded to have crossed the WIM. More freight was shipped EB (83.3%) than WB (16.7%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 85802 and 85801 (Prestressed Beam Span) are approximately .02 miles east of WIM #59. Bridge No. 85849 and 85850 (Continuous Steel Beam Span) are approximately .3 miles west of WIM #59. WIM #59 recorded a total of 559580 vehicles with a combined GVW of 5496006 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 137618 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 61.5% of all ESALs were recorded EB while 38.5% was observed WB. In particular, 58% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 58% 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

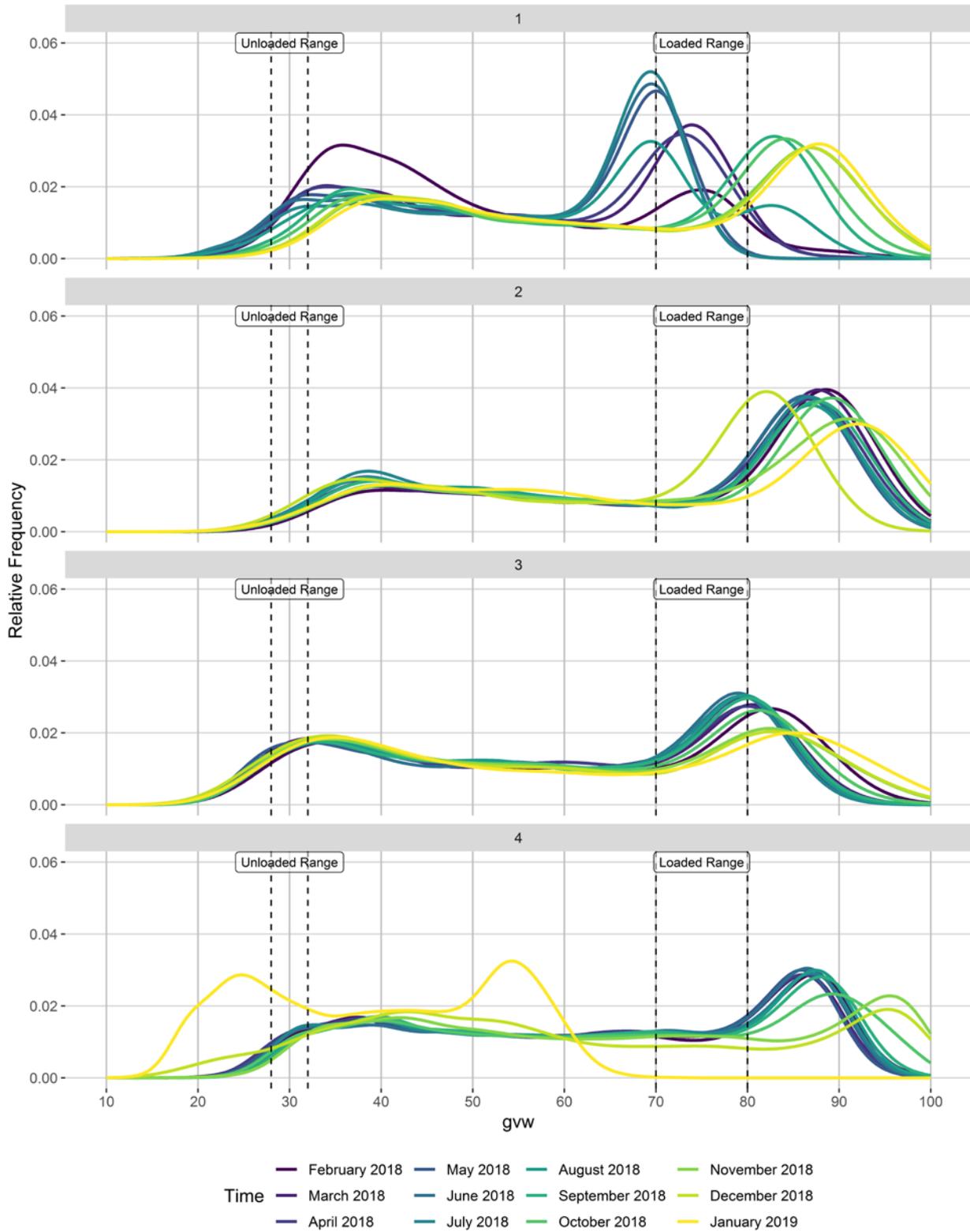
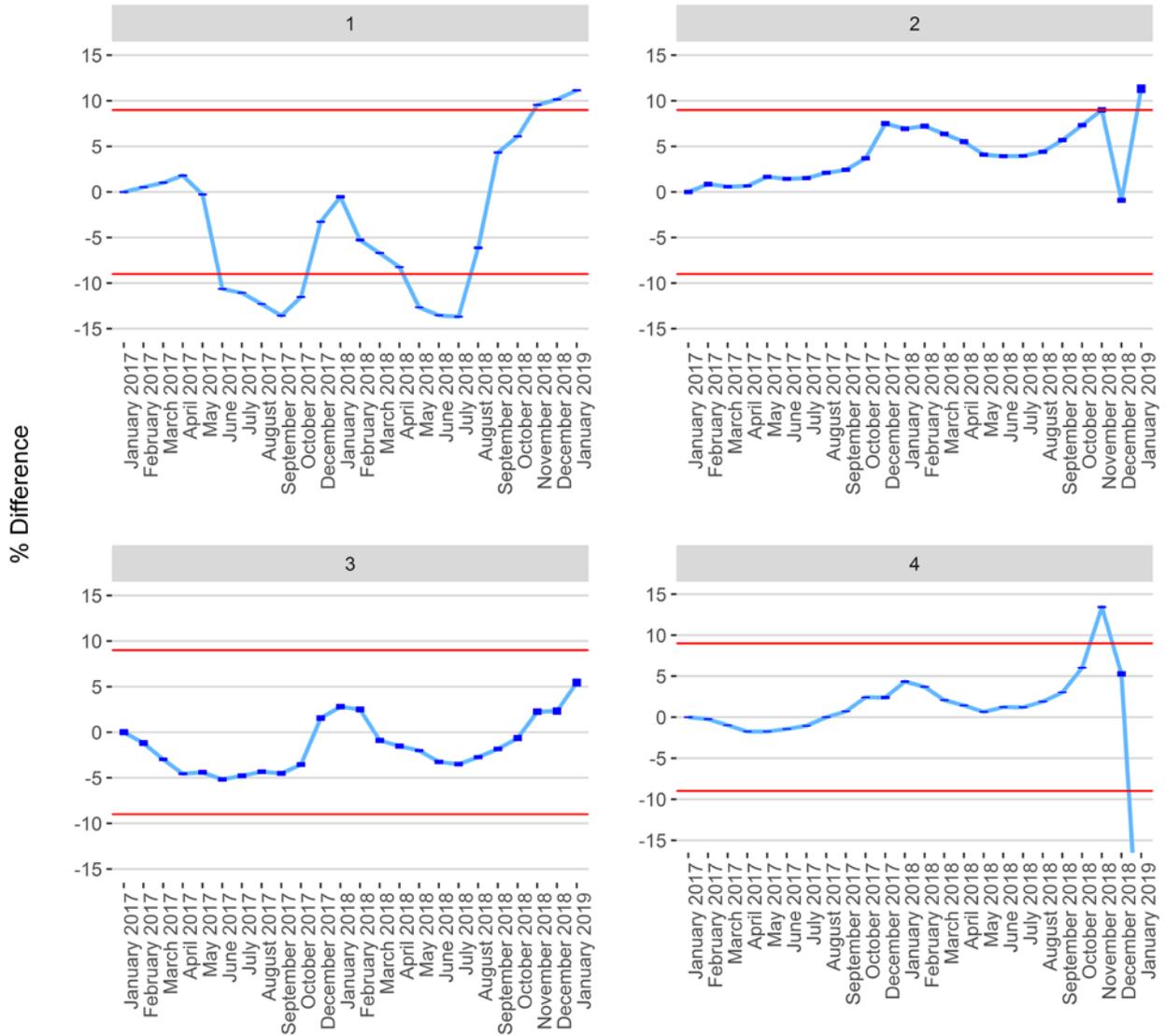


Figure 2 - Percent Difference of Front Axle Weight from Last Calibration (+/- 95% CI)



Months that have not passed QC parameters are not displayed

Figure 2 - Average Vehicle Volume vs. Day of the Week

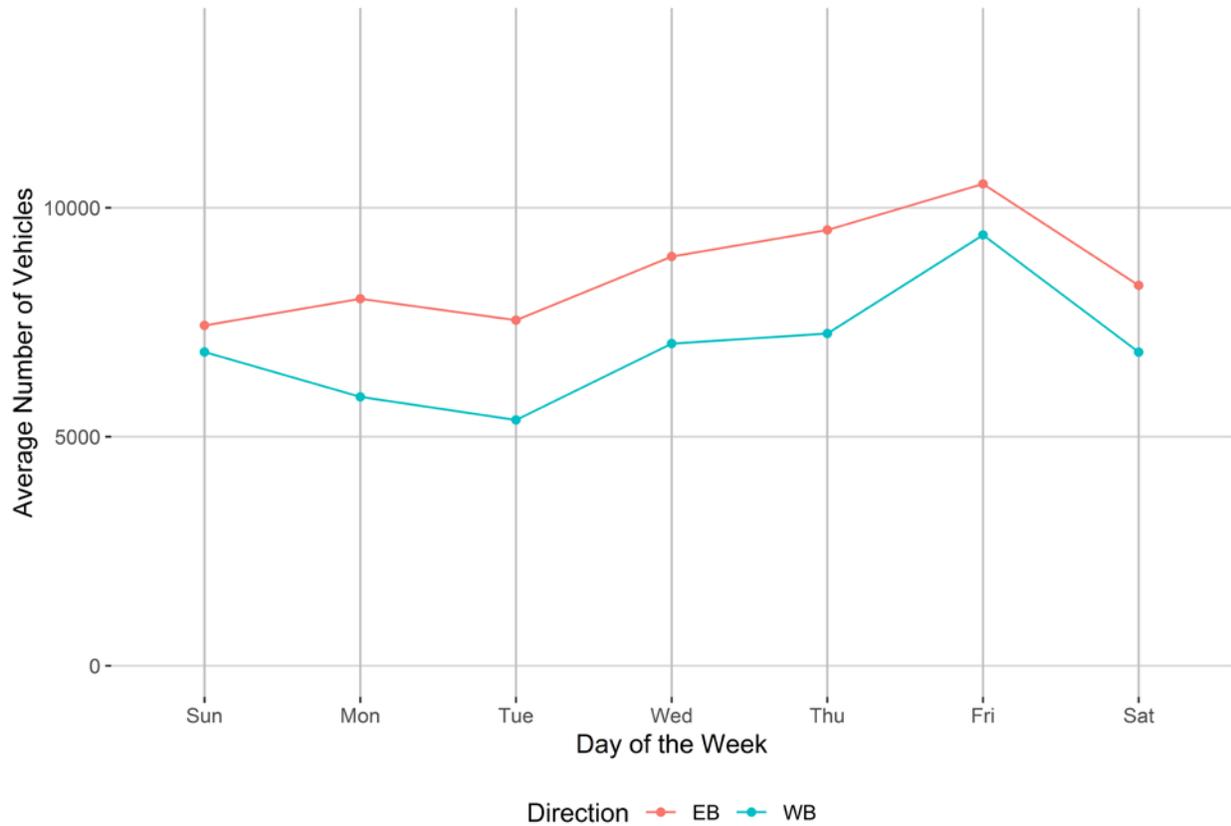


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

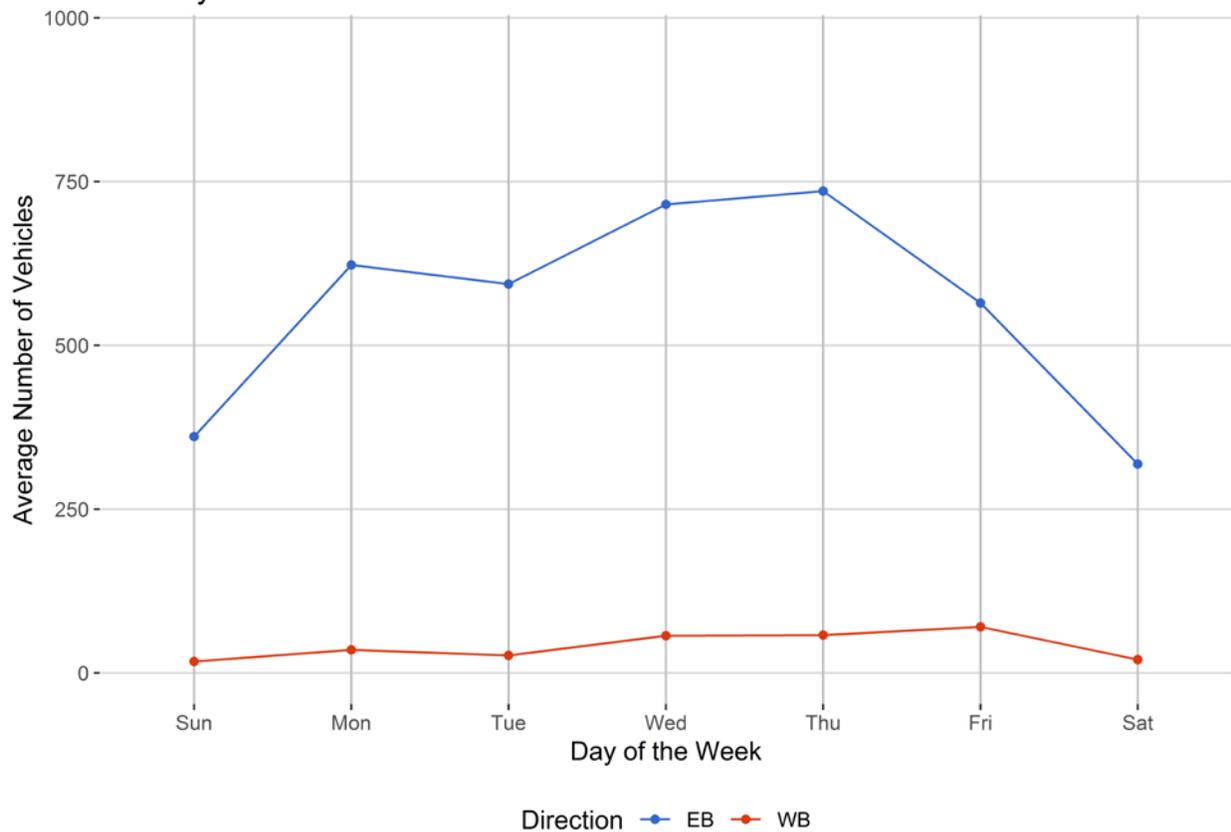


Figure 4 - Passenger Vehicles vs. Hour of the Day

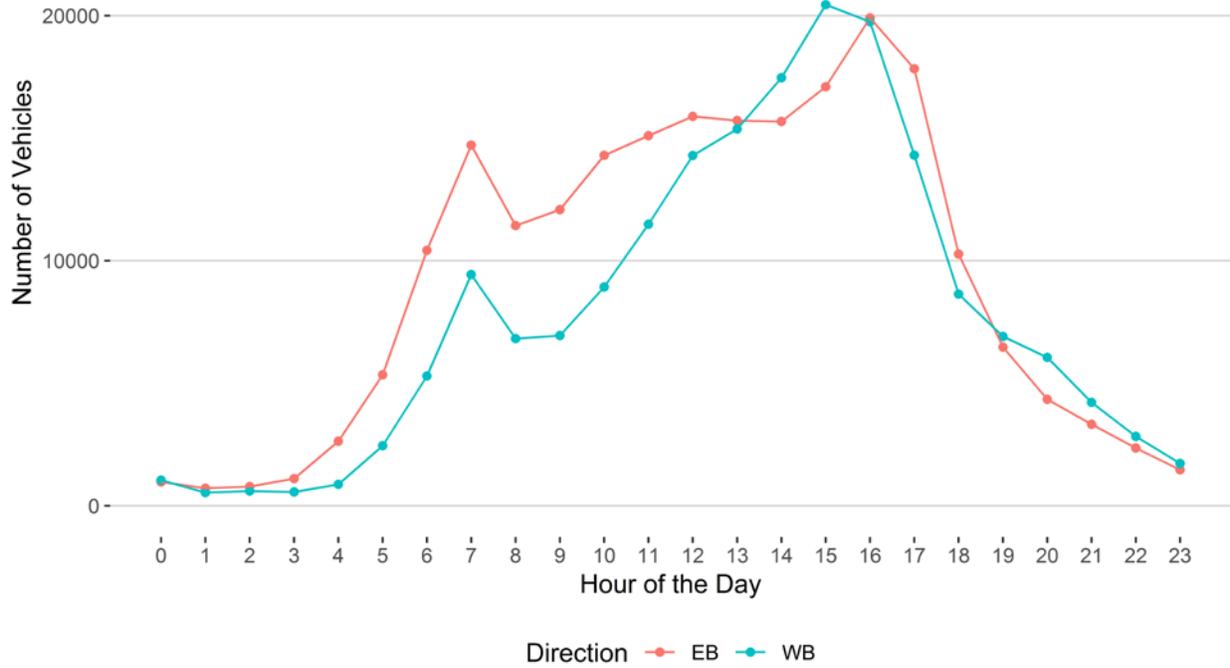


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

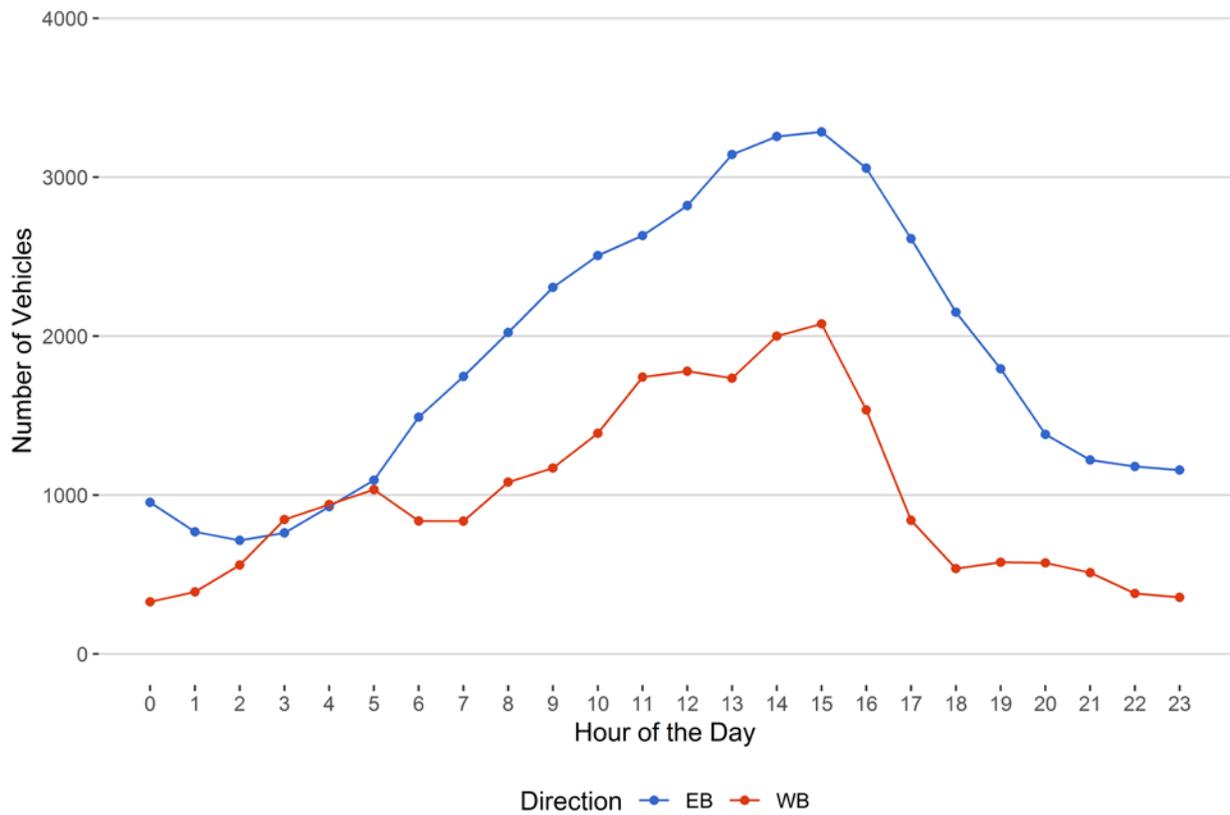


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

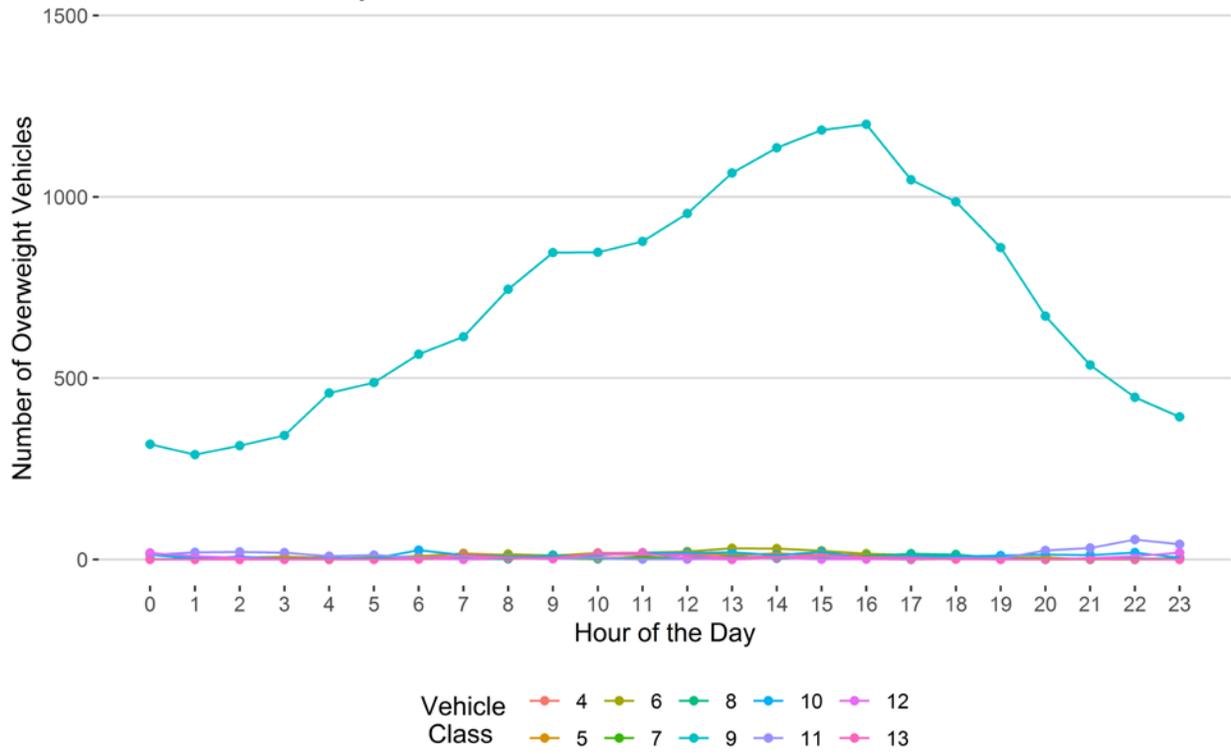


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

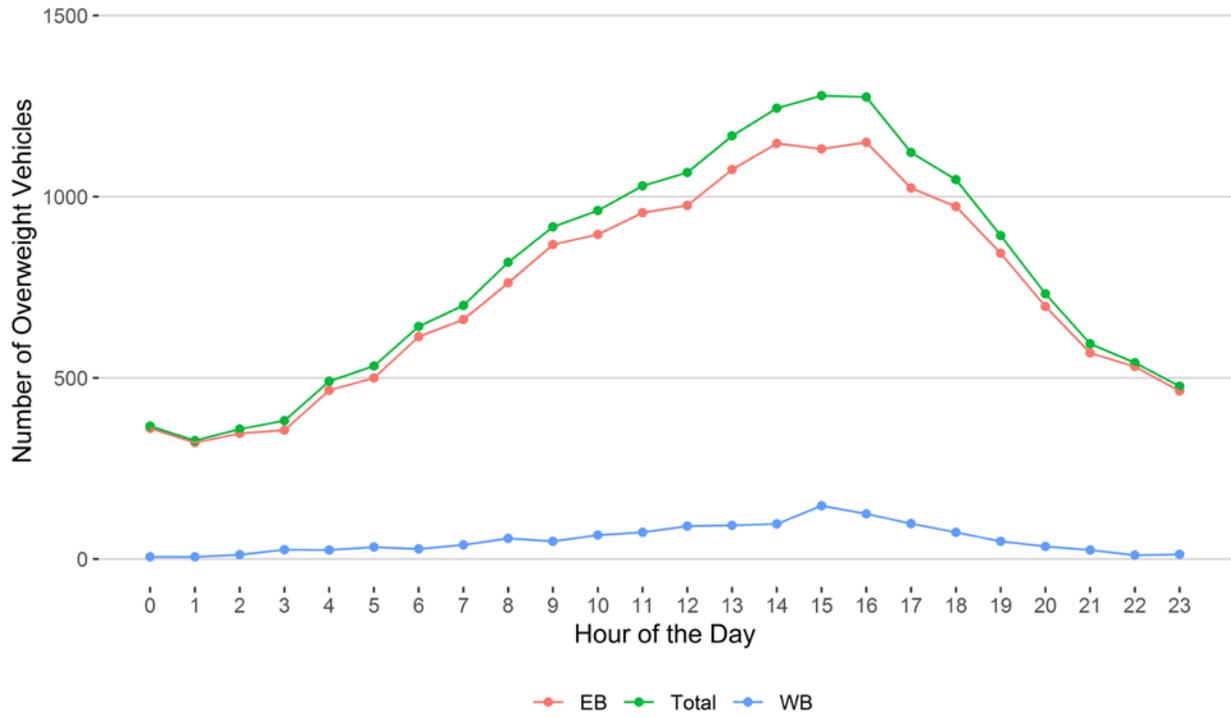
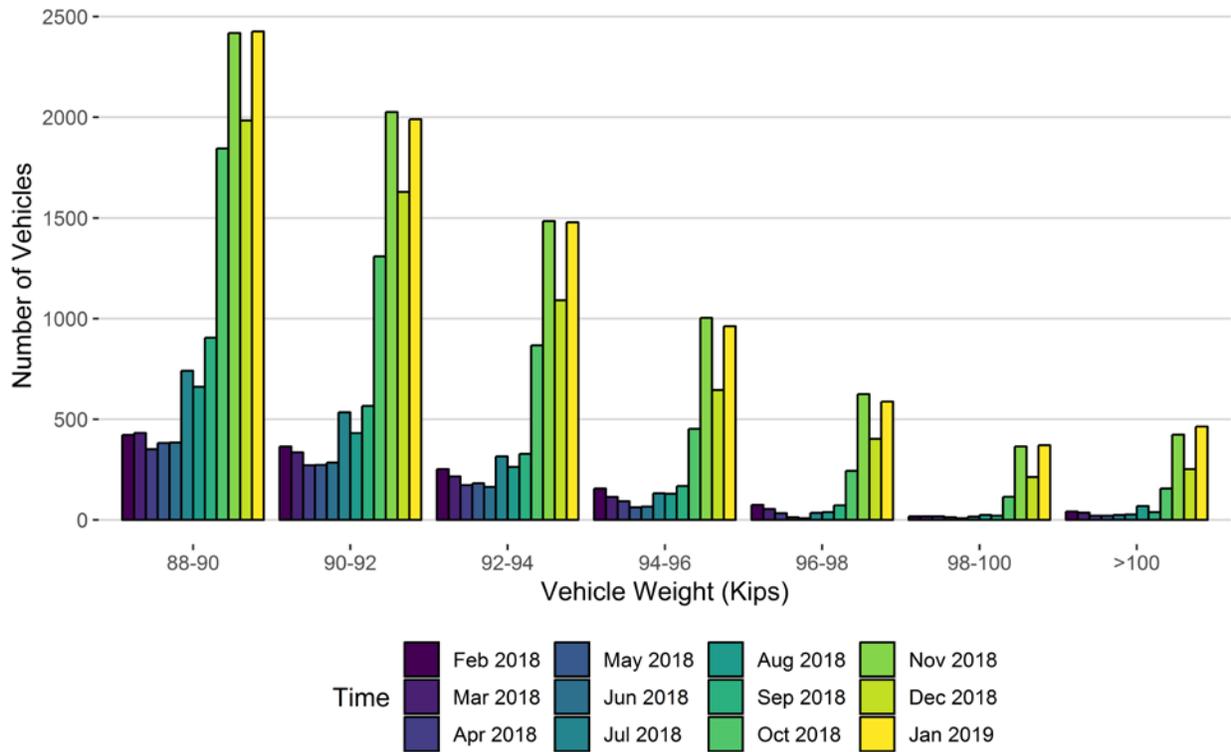
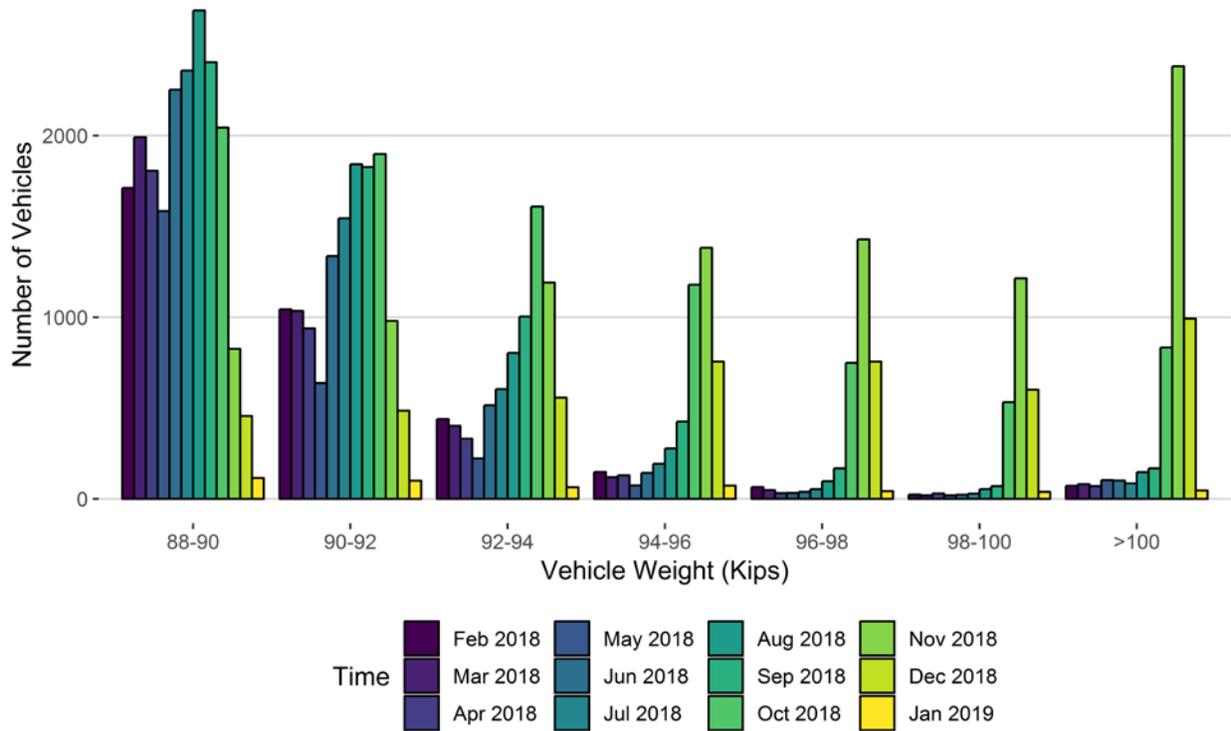


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



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	422	432	351	382	384	741	661	905	1845	2418	1984	2426
90-92	365	336	272	273	285	535	431	566	1309	2026	1629	1990
92-94	252	216	173	182	164	316	263	328	867	1484	1091	1478
94-96	156	114	93	63	66	132	130	168	452	1004	645	962
96-98	75	54	33	13	9	35	39	73	244	625	403	588
98-100	18	18	18	13	9	16	25	21	115	365	213	371
>100	42	36	21	21	25	27	69	39	156	424	252	464
Total	1330	1206	961	947	942	1802	1618	2100	4988	8346	6217	8279

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	1712	1991	1807	1585	2253	2358	2689	2404	2044	826	457	115
90-92	1044	1035	939	638	1337	1545	1843	1827	1899	980	486	100
92-94	440	403	332	223	516	605	804	1004	1609	1191	558	64
94-96	148	120	130	74	143	193	278	426	1179	1383	756	73
96-98	65	49	32	33	39	54	98	169	749	1429	756	43
98-100	24	20	30	20	23	29	54	70	533	1214	601	39
>100	72	81	70	104	101	86	147	169	834	2382	993	46
Total	3505	3699	3340	2677	4412	4870	5913	6069	8847	9405	4607	480

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

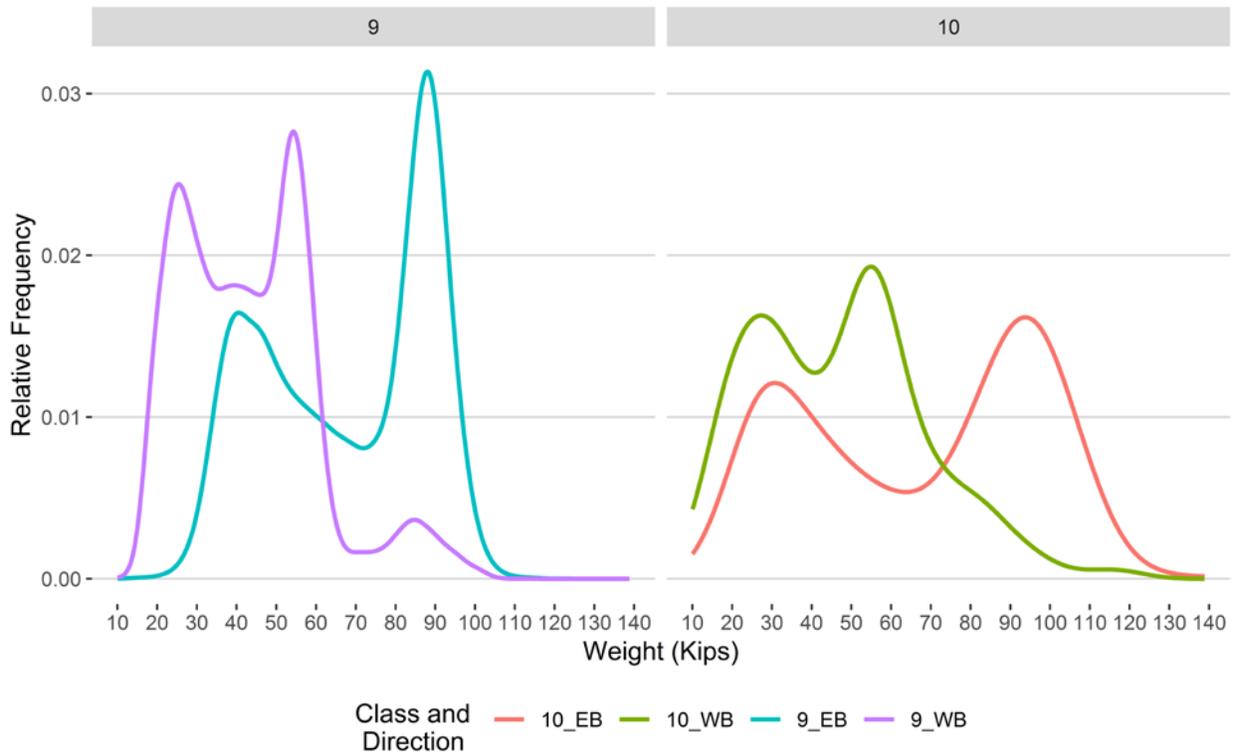


Figure 9 - Freight Percentage by Direction and Class

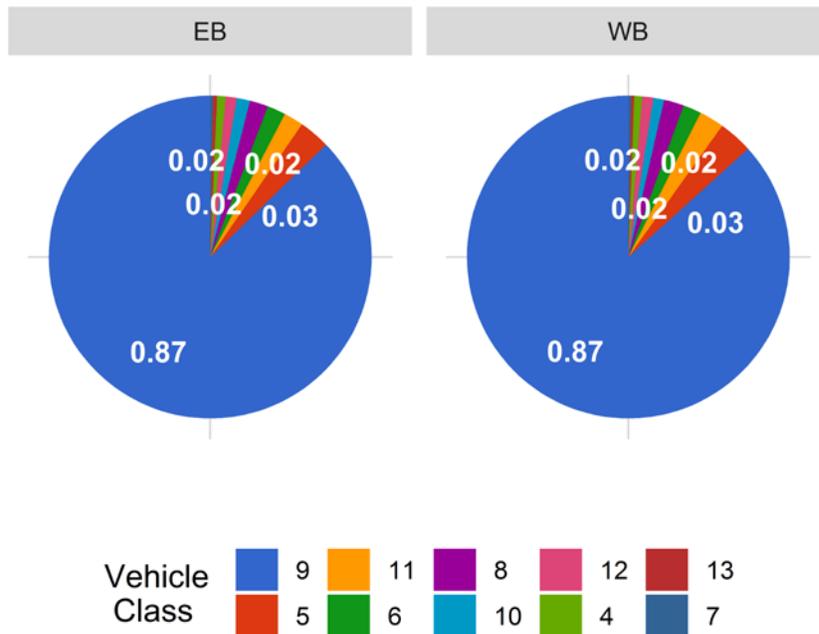


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

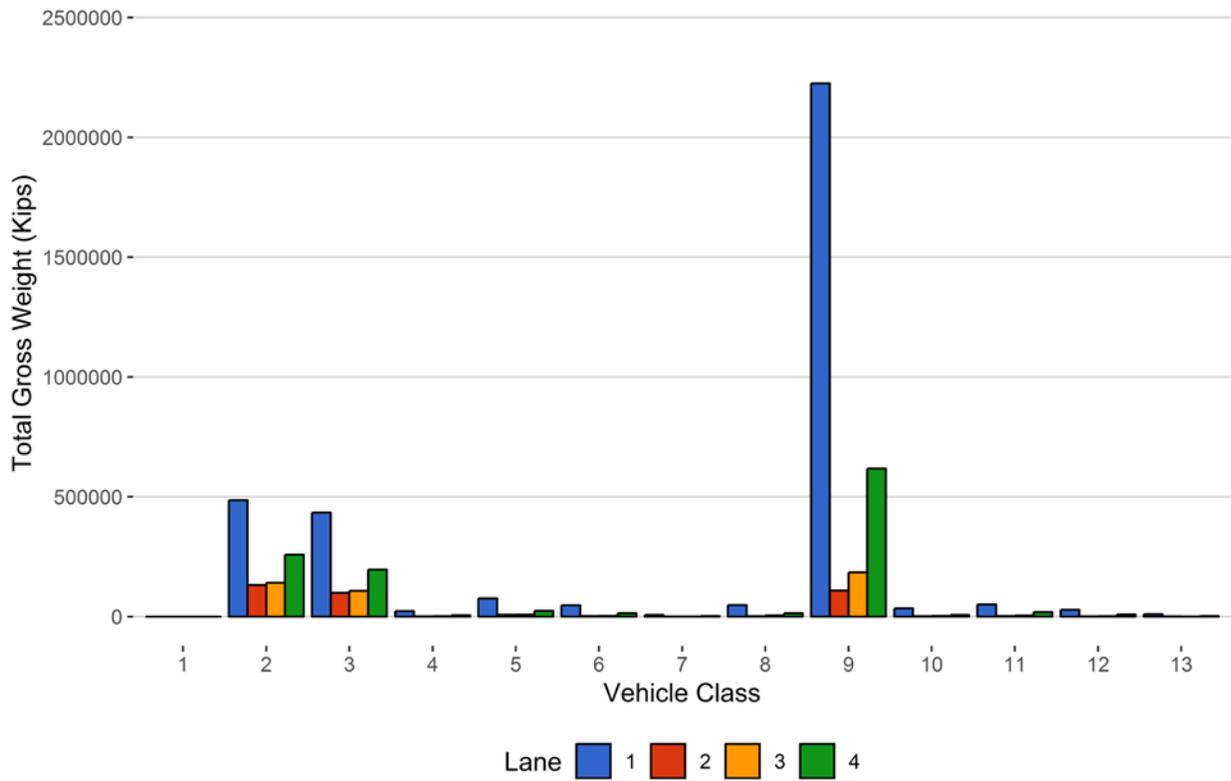


Figure 11 - Total Gross Vehicle Weight t

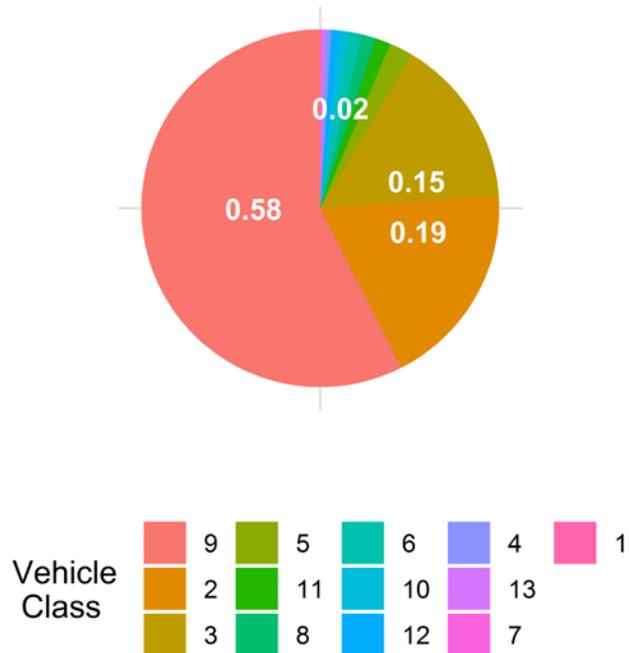


Figure 12 - Total ESALs by Class and Lane

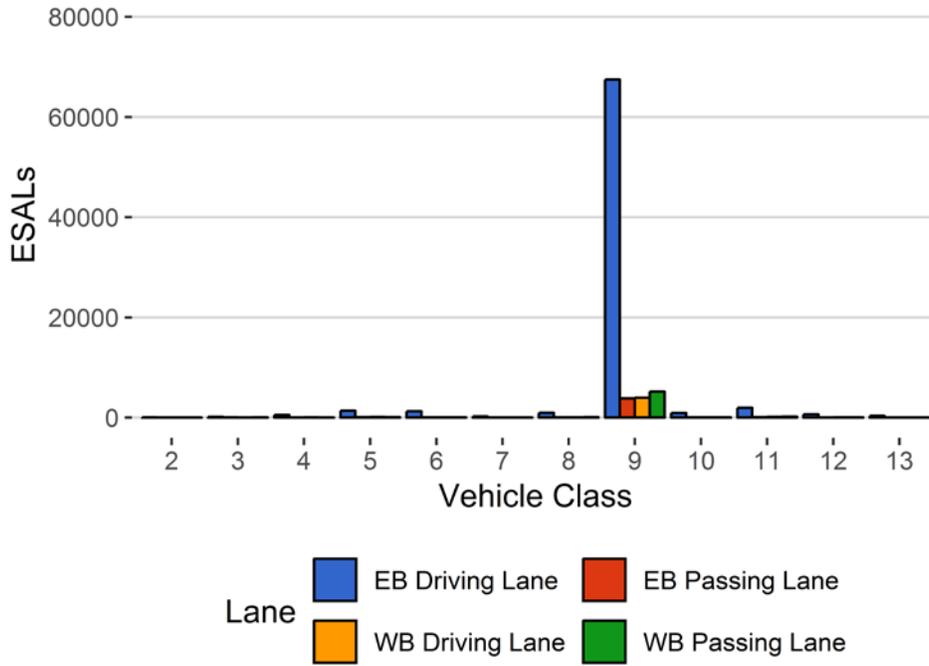


Figure 13 - ESALs by Class

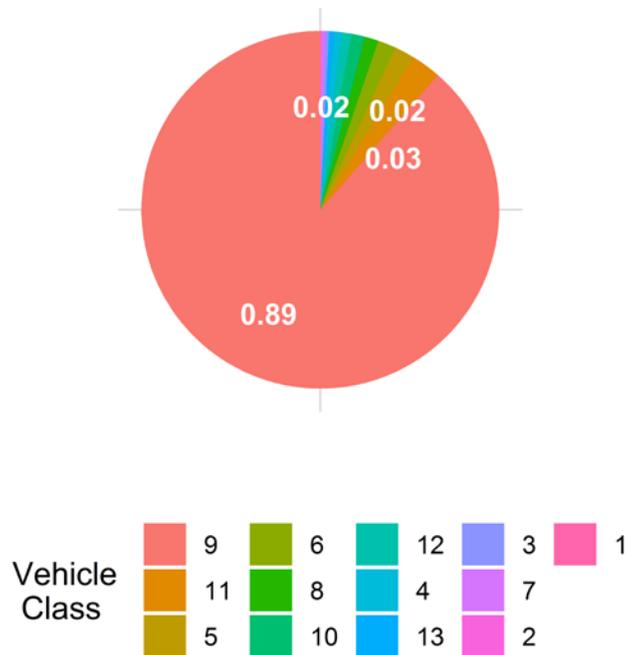


Table 1 Class 9 Front Axle Weight by Lane

<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	11.32	0.00	12.24	0.00	12.06	0.00	11.96	0.00
February 2017	11.38	0.53	12.34	0.86	11.92	-1.18	11.93	-0.24
March 2017	11.43	1.01	12.31	0.58	11.71	-2.97	11.84	-0.98
April 2017	11.52	1.80	12.32	0.66	11.52	-4.55	11.75	-1.74
May 2017	11.29	-0.29	12.44	1.67	11.53	-4.39	11.75	-1.74
June 2017	10.11	-10.64	12.42	1.43	11.44	-5.18	11.79	-1.43
July 2017	10.07	-11.07	12.43	1.51	11.49	-4.78	11.84	-1.04
August 2017	9.93	-12.30	12.50	2.10	11.54	-4.33	11.96	0.00
September 2017	9.78	-13.58	12.54	2.43	11.52	-4.51	12.04	0.71
October 2017	10.01	-11.53	12.69	3.70	11.64	-3.54	12.25	2.42
December 2017	10.95	-3.27	13.16	7.50	12.25	1.55	12.25	2.40
January 2018	11.26	-0.54	13.09	6.93	12.40	2.80	12.48	4.35
February 2018	10.72	-5.27	13.12	7.22	12.37	2.50	12.40	3.70
March 2018	10.56	-6.70	13.02	6.37	11.96	-0.89	12.21	2.08
April 2018	10.39	-8.25	12.91	5.51	11.88	-1.52	12.13	1.44
May 2018	9.89	-12.66	12.74	4.09	11.82	-2.00	12.04	0.66
June 2018	9.79	-13.53	12.72	3.92	11.67	-3.25	12.11	1.23
July 2018	9.77	-13.68	12.72	3.95	11.64	-3.50	12.10	1.21
August 2018	10.63	-6.13	12.78	4.40	11.73	-2.73	12.19	1.91
September 2018	11.81	4.33	12.94	5.68	11.84	-1.84	12.32	3.03
October 2018	12.01	6.10	13.14	7.33	11.99	-0.64	12.68	6.03
November 2018	12.40	9.55	13.34	9.00	12.34	2.26	13.57	13.43
December 2018	12.47	10.15	12.13	-0.92	12.34	2.33	12.59	5.28
January 2019	12.58	11.15	13.63	11.32	12.72	5.44	7.96	-33.49

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	12	0	0	0
2	9956	308631	55.2	0	0
3	5533	171532	30.7	0	0
4	38	1188	0.2	89	0.5
5	302	9352	1.7	201	1.1
6	82	2538	0.5	249	1.3
7	7	210	0	46	0.2
8	74	2281	0.4	103	0.6
9	1957	60667	10.8	17184	92
10	27	841	0.2	272	1.5
11	46	1432	0.3	306	1.6
12	23	725	0.1	129	0.7
13	5	170	0	103	0.6
TOTAL	18051	559580	100	18682	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>
2019-01-27	Sunday	13:09:01	10	EB	1	138.86
2019-01-11	Friday	06:00:38	10	WB	4	130.23
2019-01-28	Monday	14:02:29	10	EB	1	126.3
2019-01-28	Monday	23:14:55	9	EB	1	122.49
2019-01-18	Friday	15:52:56	10	EB	1	121.49
2019-01-31	Thursday	18:44:09	10	WB	3	121.38
2019-01-21	Monday	13:28:28	9	WB	4	121.33
2019-01-18	Friday	15:50:15	10	EB	1	121.21
2019-01-21	Monday	11:10:40	9	EB	2	119.5
2019-01-14	Monday	06:51:55	10	EB	2	119.23

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	727	47	6.5	22587	631	6193
5	EB	8	5360	251	4.7	81521	1816	20324
6	EB	19	1432	96	6.7	47764	1690	11190
7	EB	11.5	127	1	0.8	7227	10	2889
8	EB	31	1276	288	22.6	42450	6891	5911
9	EB	33	34252	899	2.6	2307598	26721	603474
10	EB	33.5	520	110	21.2	32536	2948	9400
11	EB	36.5	769	7	0.9	52275	215	12231
12	EB	36.5	410	3	0.7	29244	92	7194
13	EB	31.5	110	0	0	10953	0	3744
TOTAL	****	****	44983	1702	****	2634154	****	682552
<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	306	85	27.8	6375	1012	1530
5	WB	8	2771	623	22.5	27593	4132	5204
6	WB	19	775	289	37.3	12828	4032	1797
7	WB	11.5	56	0	0	2677	0	1017
8	WB	31	707	545	77.1	6232	12287	605
9	WB	33	18493	6213	33.6	644764	157018	119762
10	WB	33.5	211	72	34.1	8207	1749	1775
11	WB	36.5	476	67	14.1	20798	2156	2935
12	WB	36.5	220	35	15.9	9173	1104	1210
13	WB	31.5	38	1	2.6	2672	26	753
TOTAL	****	****	24053	7930	****	741319	****	136589
GRAND TOTAL	****	****	69036	9632	332	3375474	224529	819140

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	3	4	0	2	9	0
2	485913	131529	141225	258183	1016850	18.6
3	434130	98883	107310	195995	836319	15.3
4	22097	1121	1844	5544	30606	0.6
5	75578	7759	8042	23683	115061	2.1
6	47297	2156	2922	13938	66313	1.2
7	7132	106	160	2517	9914	0.2
8	47392	1949	4758	13762	67860	1.2
9	2225549	108770	184351	617430	3136101	57.5
10	33849	1635	3026	6930	45440	0.8
11	50299	2190	4109	18845	75443	1.4
12	28196	1141	1616	8661	39613	0.7
13	10211	742	543	2155	13651	0.3
TOTAL	3467645	357984	459906	1167645	5453181	100
GVW/LANE	63.59	6.56	8.43	21.41	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	0.0909
2	71	24	28	16	139	0.15	0.0011
3	186	41	52	32	311	0.34	0.0042
4	545	18	32	39	633	0.7	1.23
5	1375	83	81	114	1653	1.82	0.41
6	1278	47	73	70	1468	1.62	1.33
7	229	2	5	26	263	0.29	2.81
8	971	41	76	55	1143	1.26	1.15
9	67486	3818	5204	3994	80501	88.59	3.05
10	944	36	65	46	1091	1.2	2.96
11	1973	100	203	183	2459	2.71	3.93
12	681	33	41	44	799	0.88	2.51
13	342	28	16	19	405	0.45	5.11
TOTAL	76080	4272	5877	4638	90866	100	25
ESALS/LANE	83.7	4.7	6.5	5.1	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	519118	18540	2213	457150	88.1	61967.9	11.9	84.8	15.2
Mar 2018	672594	21697	3246	571963	85	100631.3	15	89.4	10.6
Apr 2018	637163	21239	3266	539170	84.6	97993.1	15.4	89.6	10.4
May 2018	783270	25267	3420	677254	86.5	106015.6	13.5	78.4	21.6
Jun 2018	800330	26678	3577	693025	86.6	107305.3	13.4	86.5	13.5
Jul 2018	821395	26497	3473	713718	86.9	107677.3	13.1	81.1	18.9
Aug 2018	789021	25452	3486	680966	86.3	108054.7	13.7	86.1	13.9
Sep 2018	637170	21239	3006	546979	85.8	90190.7	14.2	85	15
Oct 2018	747257	24105	3949	624847	83.6	122409.5	16.4	89.9	10.1
Nov 2018	686604	22887	3473	582417	84.8	104186.7	15.2	87.8	12.2
Dec 2018	638349	20592	2580	558362	87.5	79987.1	12.5	88.3	11.7
Jan 2019	559580	18051	2561	480175	85.8	79405.3	14.2	90.8	9.2
TOTAL	8291851	-	-	7126026	-	1165825	-	-	-
AVERAGE	690988	22687	3188	593836	86	97152	14	86	14

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	11994	9787	5059	45812	72652	80	20	31.6
Mar 2018	36022	10271	5273	66550	118116	87	13	23.4
Apr 2018	33699	9080	5070	64198	112047	87	13	21.8
May 2018	29208	11691	15636	54301	110836	75	25	19.8
Jun 2018	26617	11629	6817	75040	120104	85	15	25.1
Jul 2018	22121	21567	6194	75499	125381	78	22	27.2
Aug 2018	32525	12583	7036	82490	134635	85	15	31.5
Sep 2018	30430	12029	6313	76534	125306	85	15	37.1
Oct 2018	66018	12731	4606	95216	178570	90	10	59.2
Nov 2018	78070	12254	6801	101387	198511	90	10	94.3
Dec 2018	68646	5893	5120	98480	178140	94	6	91.6
Jan 2019	77135	7565	5894	47024	137618	90	10	52.1
TOTAL	512484	137080	79819	882531	1611915	-	-	-
AVERAGE	42707	11423	6652	73544	134326	86	14	43

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	1548618	606656	457410	2455684	5068368
Mar 18	2931469	759060	586267	3650504	7927301
Apr 18	2785677	692032	555620	3520002	7553332
May 18	2870338	936643	1392451	3125714	8325147
Jun 18	2735684	971481	814055	4101668	8622887
Jul 18	2329986	1486733	800733	4211161	8828613
Aug 18	2592130	1058321	848141	4398049	8896640
Sep 18	1826437	941145	710711	4047287	7525580
Oct 18	3500799	936082	485884	4182310	9105075
Nov 18	3744102	880532	665172	3400616	8690423
Dec 18	3431509	552652	524063	2028402	6536625
Jan 19	3487847	362792	461944	1183423	5496006
TOTAL	33784596	10184129	8302452	40304821	92575998
AVERAGE	2815383	848677	691871	3358735	7714666

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	14486	3	22.6	4842	158
Mar 2018	20928	3.2	21	4910	155
Apr 2018	19693	3.2	20.4	4310	139
May 2018	17911	2.4	17.4	3625	158
Jun 2018	20657	2.7	19.7	5370	158
Jul 2018	22551	2.8	21.5	6694	165
Aug 2018	26070	3.4	24.6	7553	306
Sep 2018	26866	4.4	29.9	8207	307
Oct 2018	36648	5.5	31.3	13914	1656
Nov 2018	35174	5.4	34.2	17960	4432
Dec 2018	24123	4.2	30.9	10995	2121
Jan 2019	18969	3.9	25.5	8920	970
TOTAL	284076	-	-	97300	10725
AVERAGE	23673	3.7	24.9	8108.3	893.8

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	224800	462615	687414	32.7	67.3
Mar 2018	524835	672213	1197049	43.8	56.2
Apr 2018	492972	651293	1144265	43.1	56.9
May 2018	502366	672478	1174845	42.8	57.2
Jun 2018	469192	765620	1234812	38	62
Jul 2018	495457	760718	1256175	39.4	60.6
Aug 2018	488240	816283	1304522	37.4	62.6
Sep 2018	402230	751548	1153778	34.9	65.1
Oct 2018	724838	801812	1526649	47.5	52.5
Nov 2018	790215	650035	1440250	54.9	45.1
Dec 2018	652538	332588	985127	66.2	33.8
Jan 2019	682552	136589	819140	83.3	16.7
TOTAL	6450235	7473792	13924027	-	-
AVERAGE	537519.6	622816	1160335.6	47	53