

MARCH 2019



**WIM #30
MN 61, MP 16.3
TWO HARBORS,
MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #30 is located on MN 61 near Two Harbors in Lake county.

System Operation

WIM #30 was operational for the entire month of March 2019. Volume was computed using all monthly data.

System Calibration

WIM #30 was most recently calibrated on 2017-01-20. 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: 222183 | Passenger Vehicles: 207616 | Heavy Commercial Vehicles: 14567

Monthly Average Daily Traffic (MADT): 7167 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 470

See Table 2 for vehicle class breakdown

Passenger Vehicles (PVs) and Heavy Commercial Vehicles (HCVs)

Volume trends. NB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays. SB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Wednesdays (see Figure 3 and 4).

Passenger Vehicles (PVs)

Volume trends. On an average 24-hour day (see Figure 5), NB PVs generally reached peak volume levels between 03 PM and 05 PM. Similarly, SB PVs peaked in volume between 12 PM and 04 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 03 PM and 05 PM, while volume going SB peaked between 12 PM and 04 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 5's and Class 9's.

Overweight HCVs

Volume trends. Of a total of 14567 HCVs, 2710 of them were overweight ³. These overweight HCVs contributed to 1.2% of total monthly volume, and 18.8% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Mondays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Tuesdays, 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 60.7% of all overweight vehicles traveling SB 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 March.

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 ,451 NB vehicles exceeded 88,000 pounds (340 vehicles were Class 9's; 84 vehicles were Class 10's). Of vehicles traveling SB,

1035 NB vehicles exceeded 88,000 pounds (906 vehicles were Class 10's; 106 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from March 2019.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in March 2019. Data suggests that there were greater numbers of fully_loaded Class 9's than empty Class 9's traveling NB, while there were more fully_loaded Class 9's than empty traveling SB. Data also suggests that there were more fully_loaded Class 10's than empty traveling in the NB direction. In the SB direction, there were more fully_loaded class 10 vehicles.

Freight Totals. A total of 132232 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (56.8%) than NB (43.2%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridges No. 9341 and No. 9339, which are respectively on the NB and SB side of MN 61, are approximately 1.5 miles north of WIM #30. Bridge No. 9333 (a box culvert) is approximately 1.8 miles south of WIM #30. WIM #30 recorded a total of 222183 vehicles with a combined GVW of 1655755 kips (1 kip = 1,000 pounds = 0.5 tons) in March 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 22080 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 70.6% of all ESALs were recorded SB while 29.4% was observed NB. In particular, 34% of all ESALs were generated by the Class 14's (Class 14's were also responsible for generating % 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).

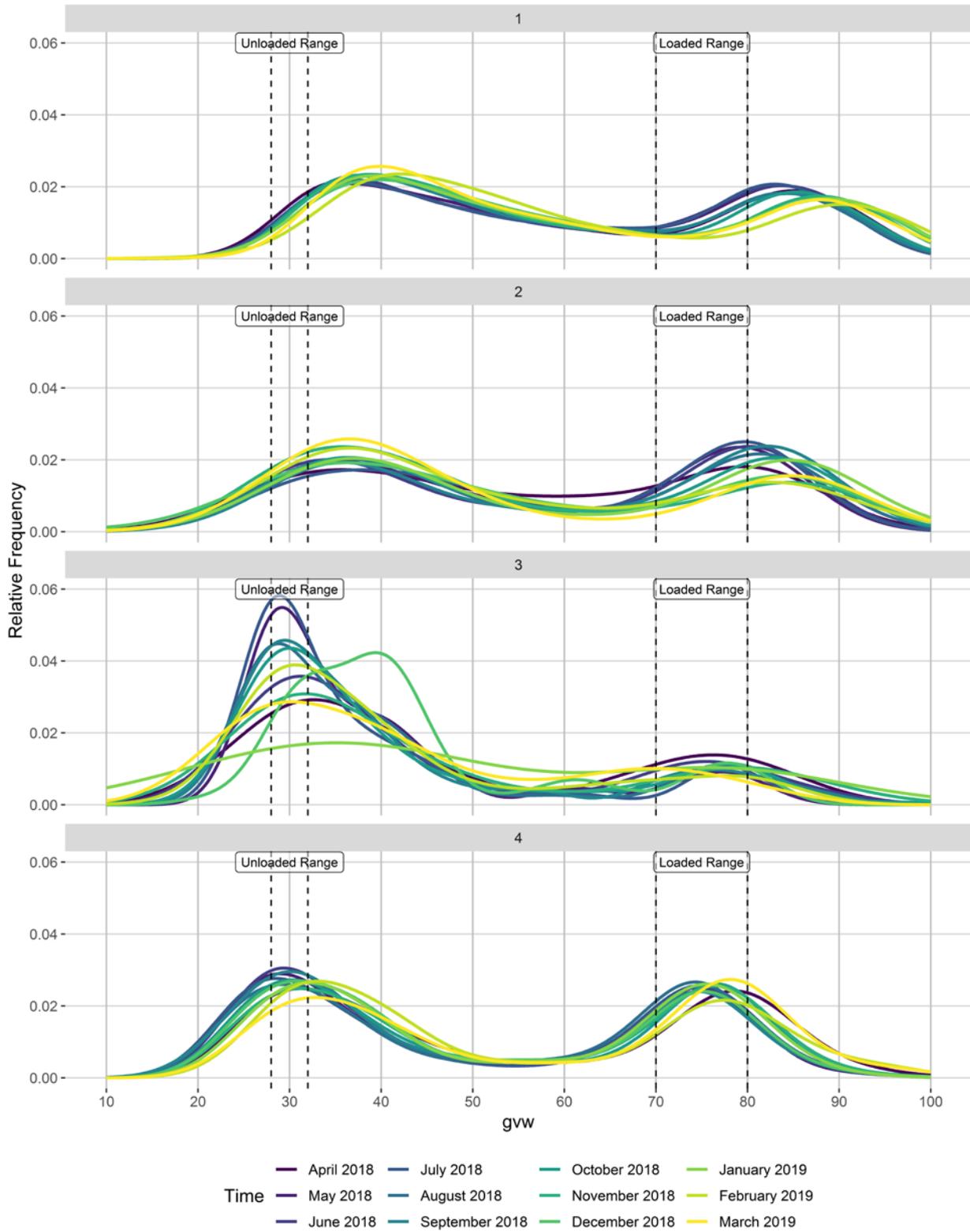
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

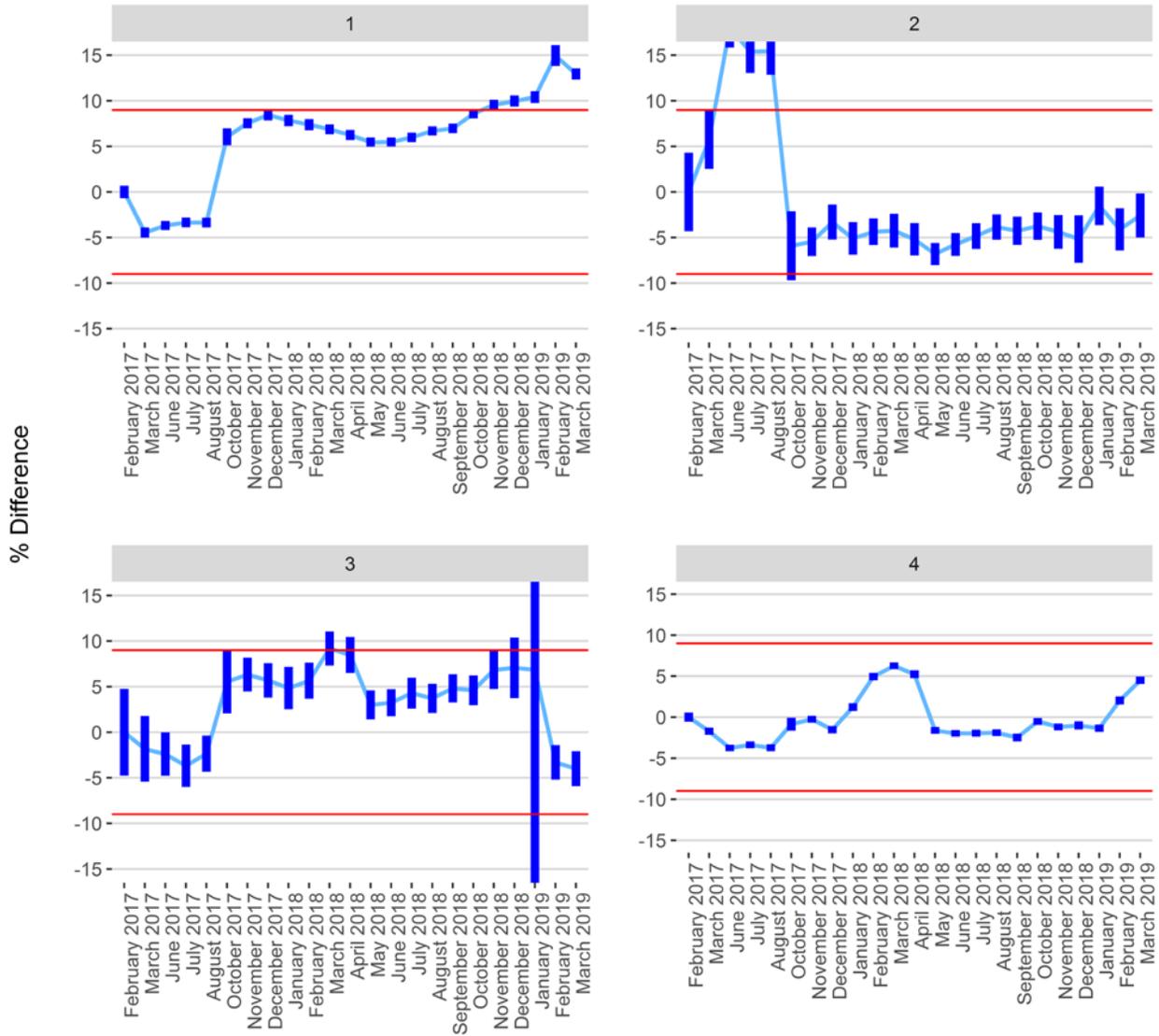
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

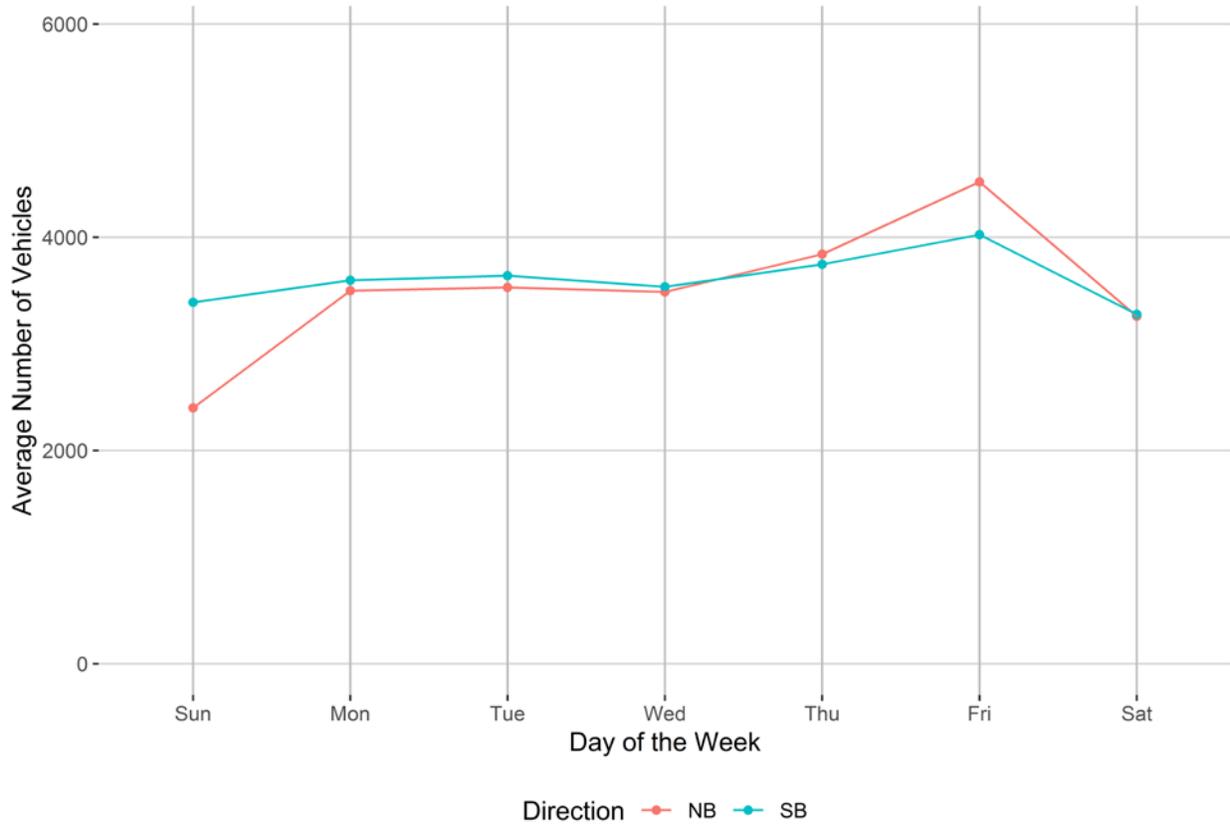


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

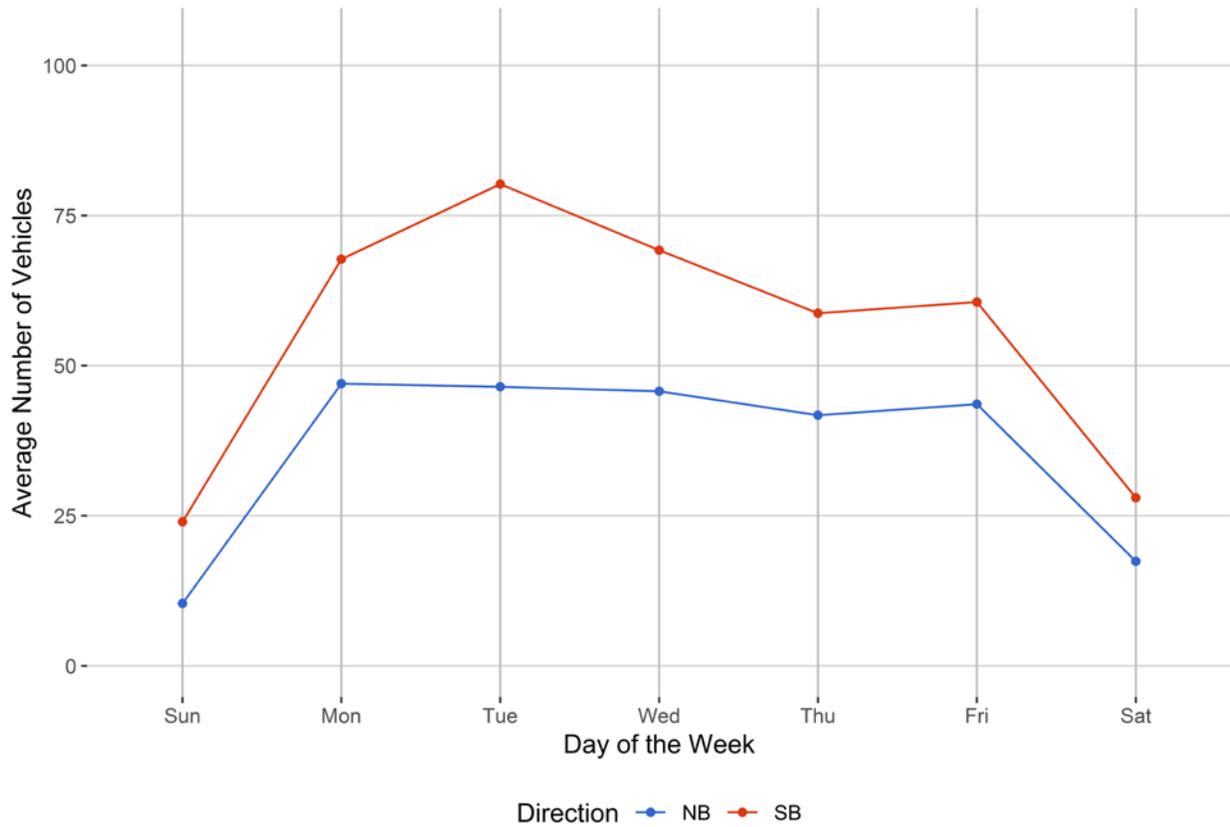


Figure 4 - Passenger Vehicles vs. Hour of the Day

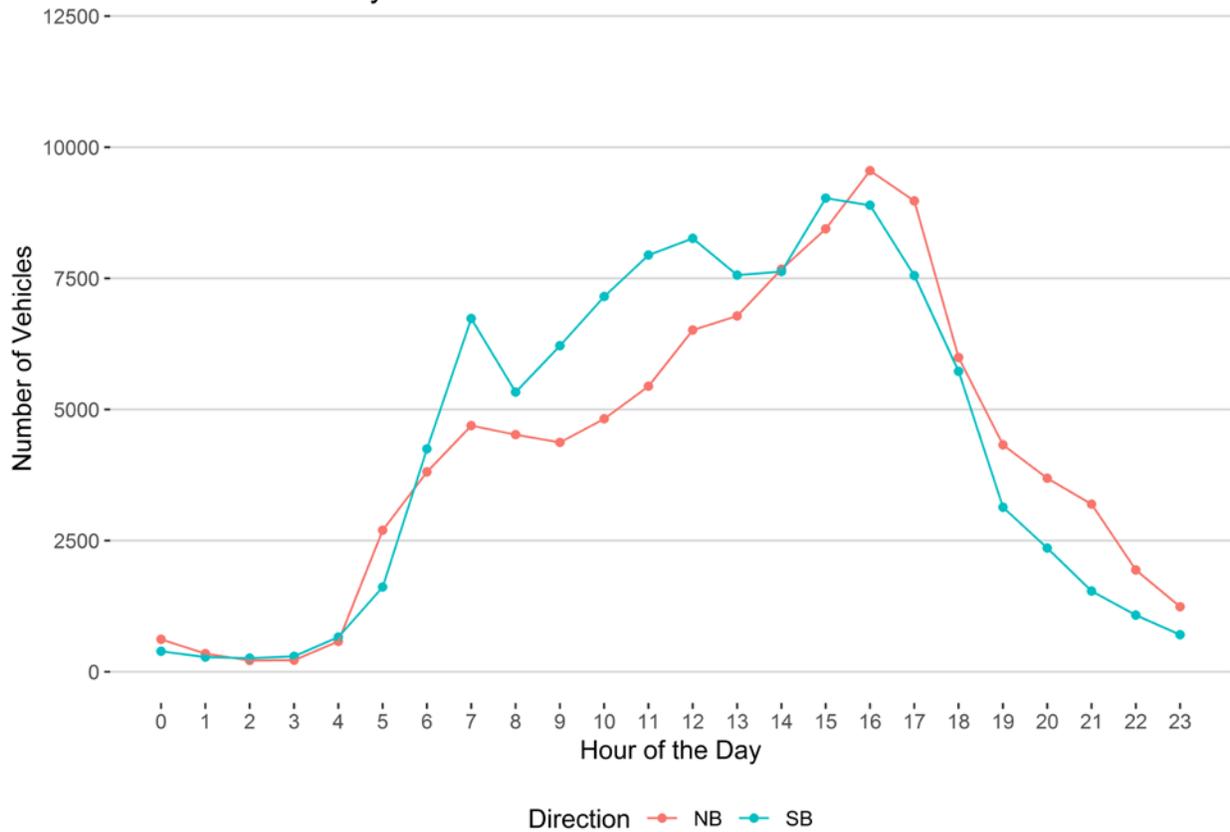


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

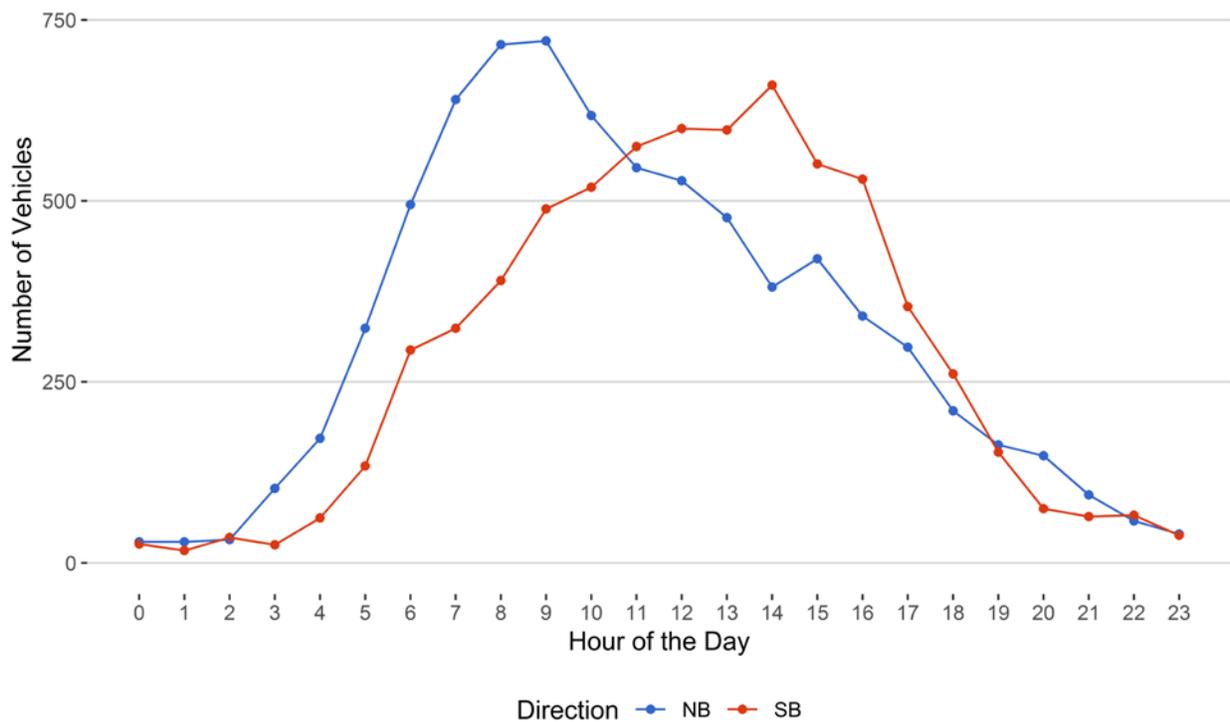


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

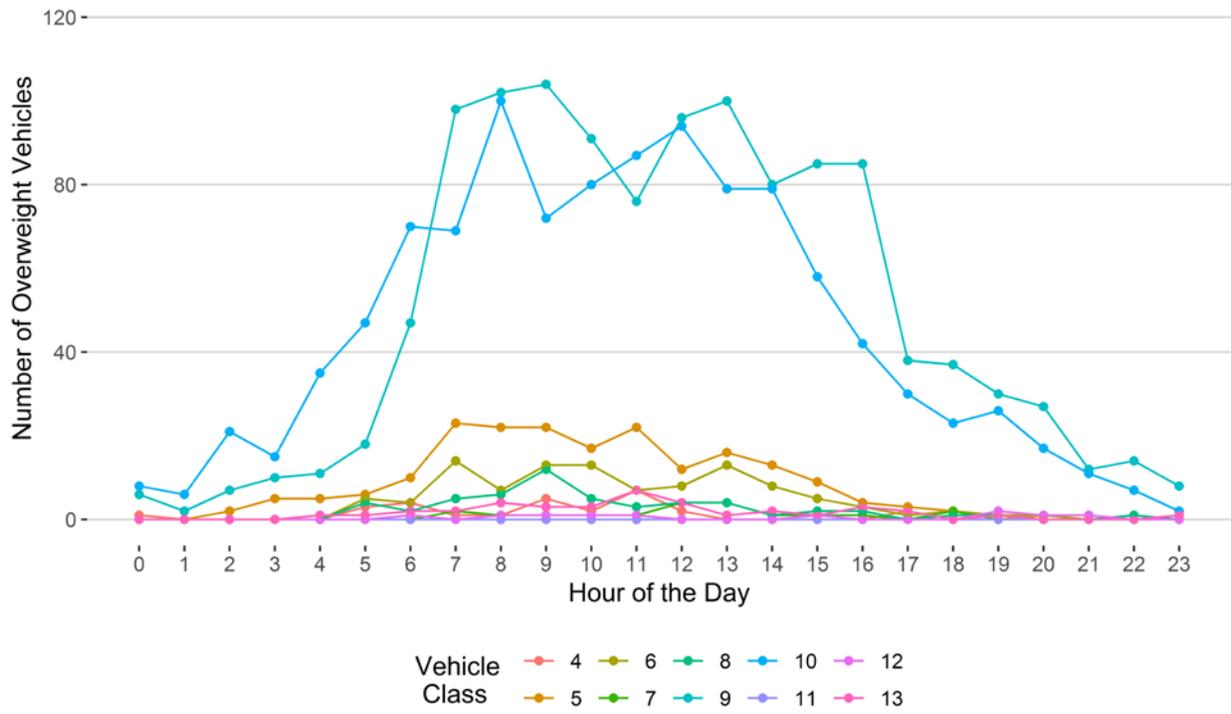


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

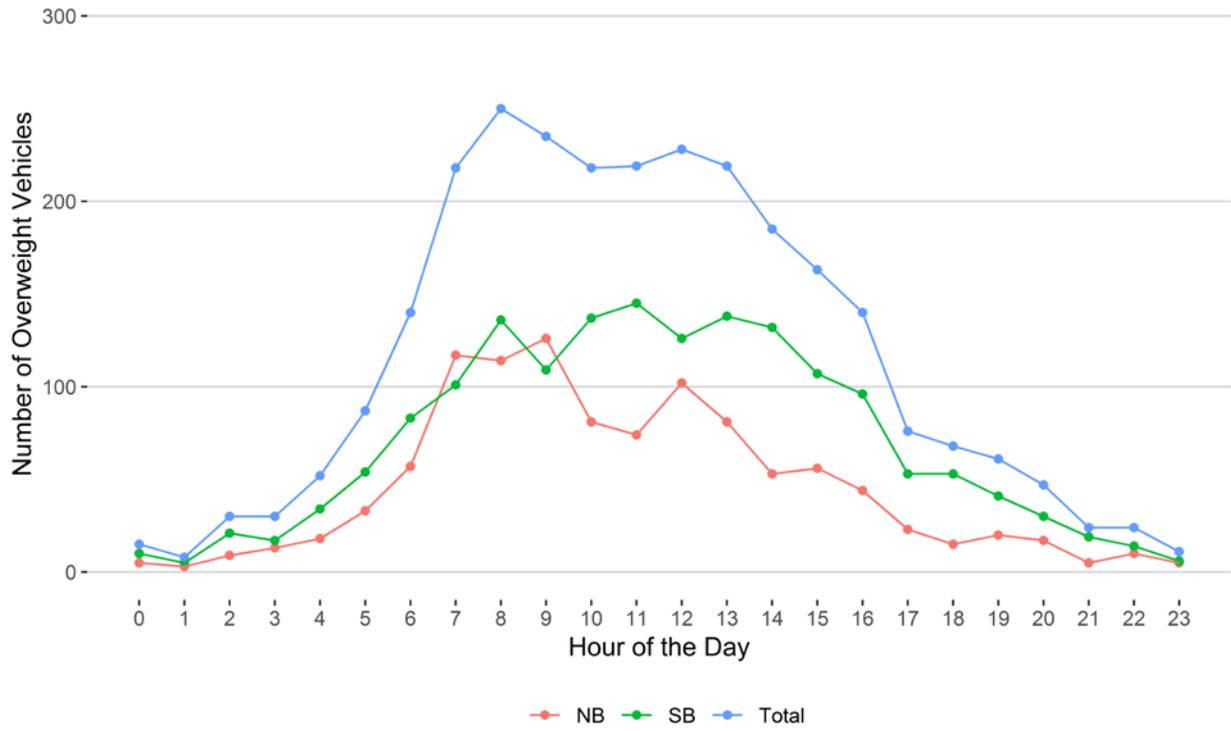
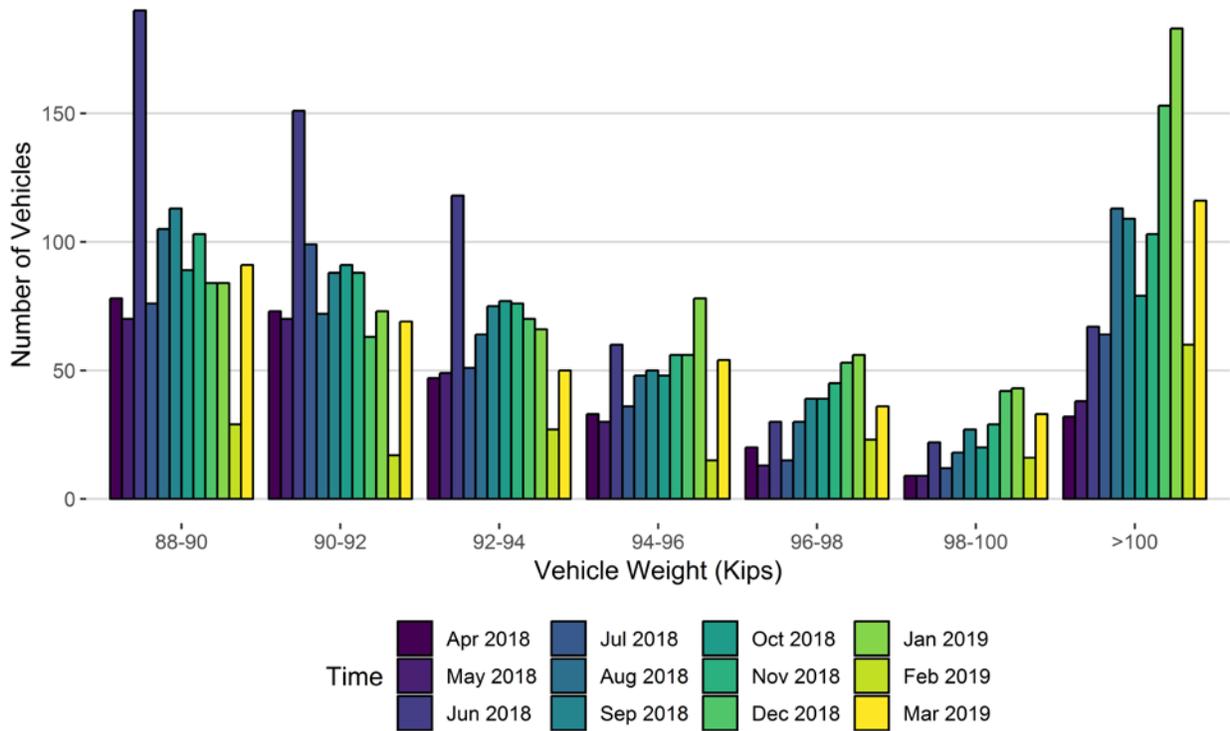
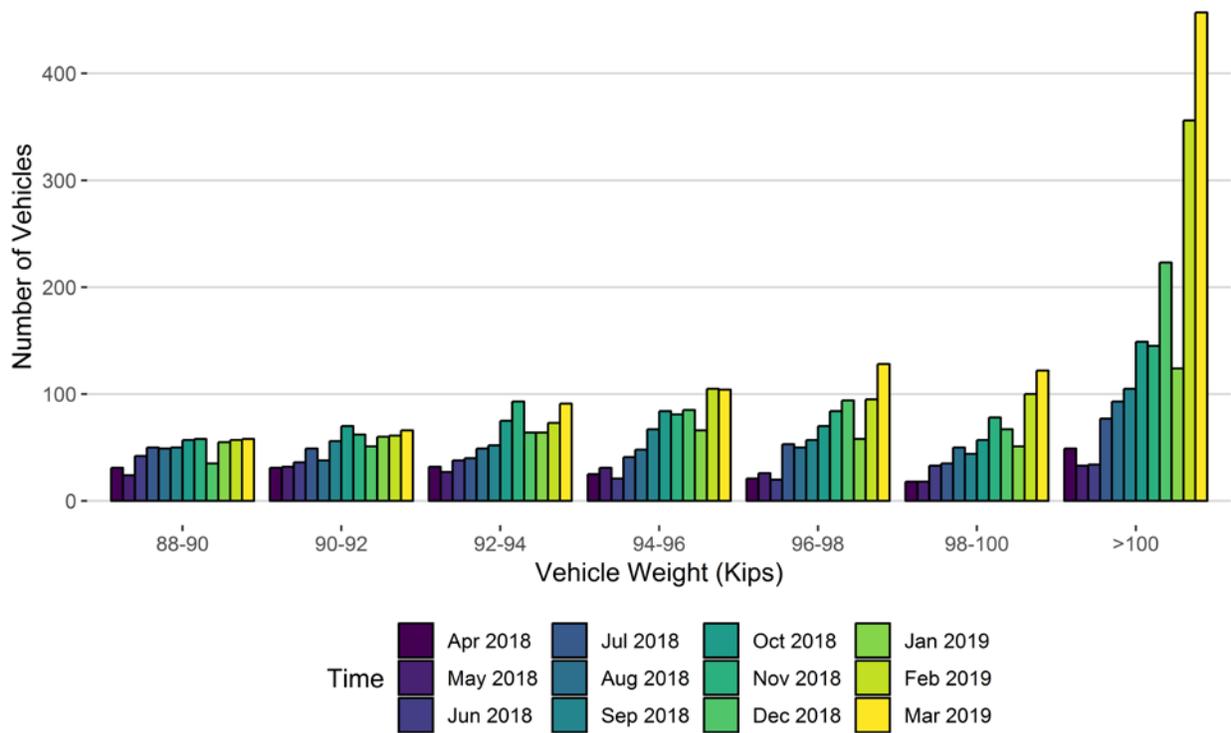


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019
88-90	78	70	190	76	105	113	89	103	84	84	29	91
90-92	73	70	151	99	72	88	91	88	63	73	17	69
92-94	47	49	118	51	64	75	77	76	70	66	27	50
94-96	33	30	60	36	48	50	48	56	56	78	15	54
96-98	20	13	30	15	30	39	39	45	53	56	23	36
98-100	9	9	22	12	18	27	20	29	42	43	16	33
>100	32	38	67	64	113	109	79	103	153	183	60	116
Total	292	279	638	353	450	501	443	500	521	583	187	449

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



Vehicle Weights (Kips)	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019
88-90	31	24	42	50	49	50	57	58	35	55	57	58
90-92	31	32	36	49	38	56	70	62	51	60	61	66
92-94	32	27	38	40	49	52	75	93	64	64	73	91
94-96	25	31	21	41	48	67	84	81	85	66	105	104
96-98	21	26	20	53	50	57	70	84	94	58	95	128
98-100	18	18	33	35	50	44	57	78	67	51	100	122
>100	49	33	34	77	93	105	149	145	223	124	356	457
Total	207	191	224	345	377	431	562	601	619	478	847	1026

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

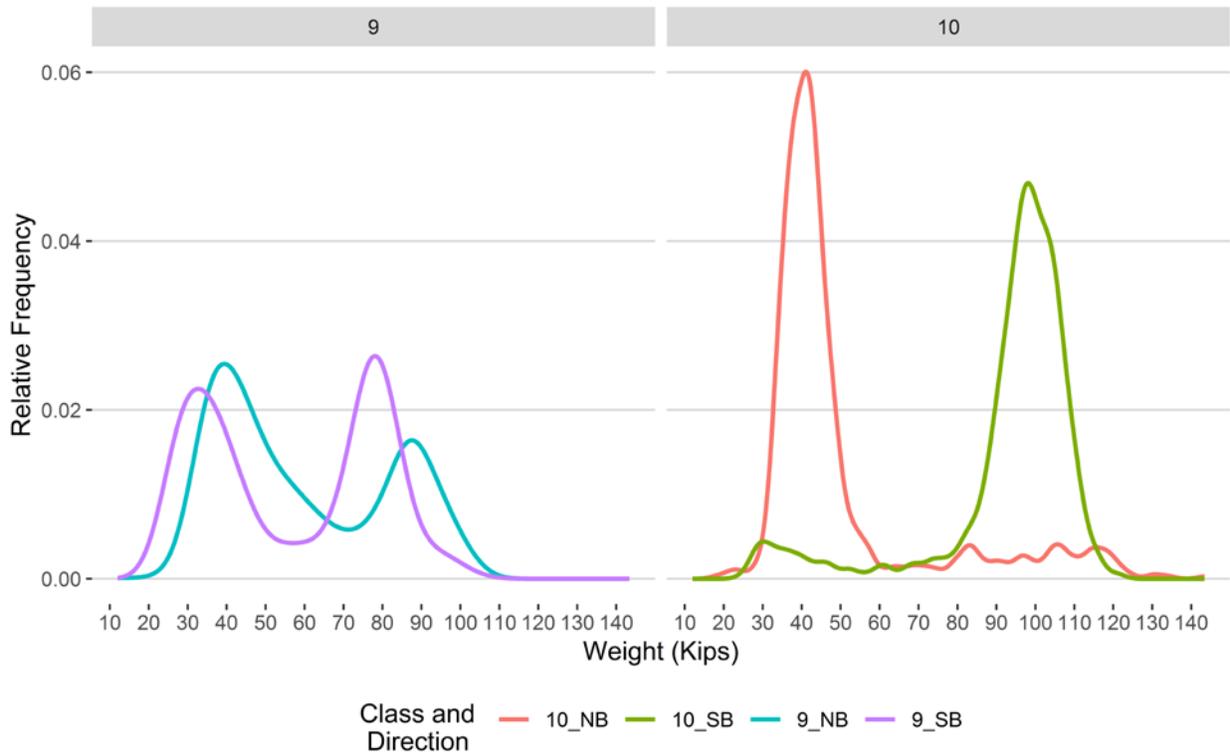


Figure 9 - Freight Percentage by Direction and Class

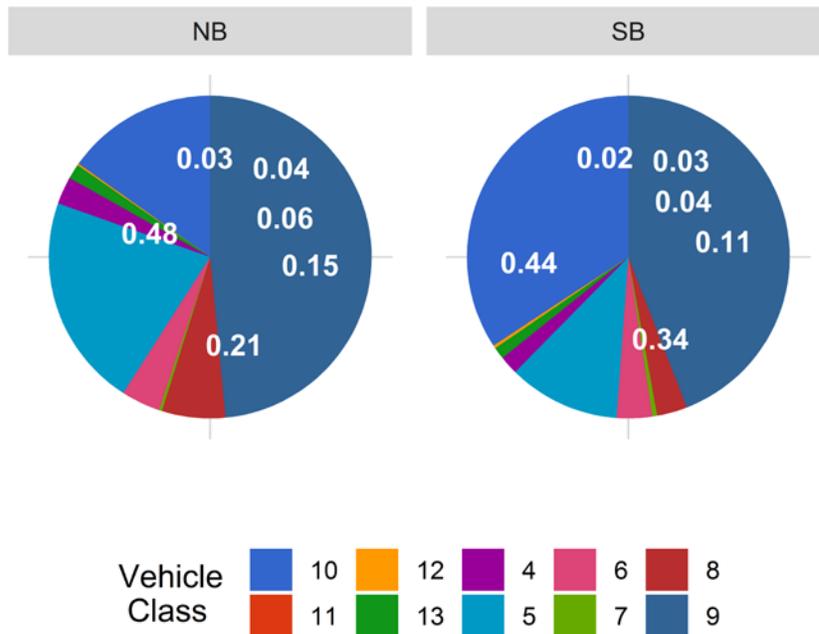


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

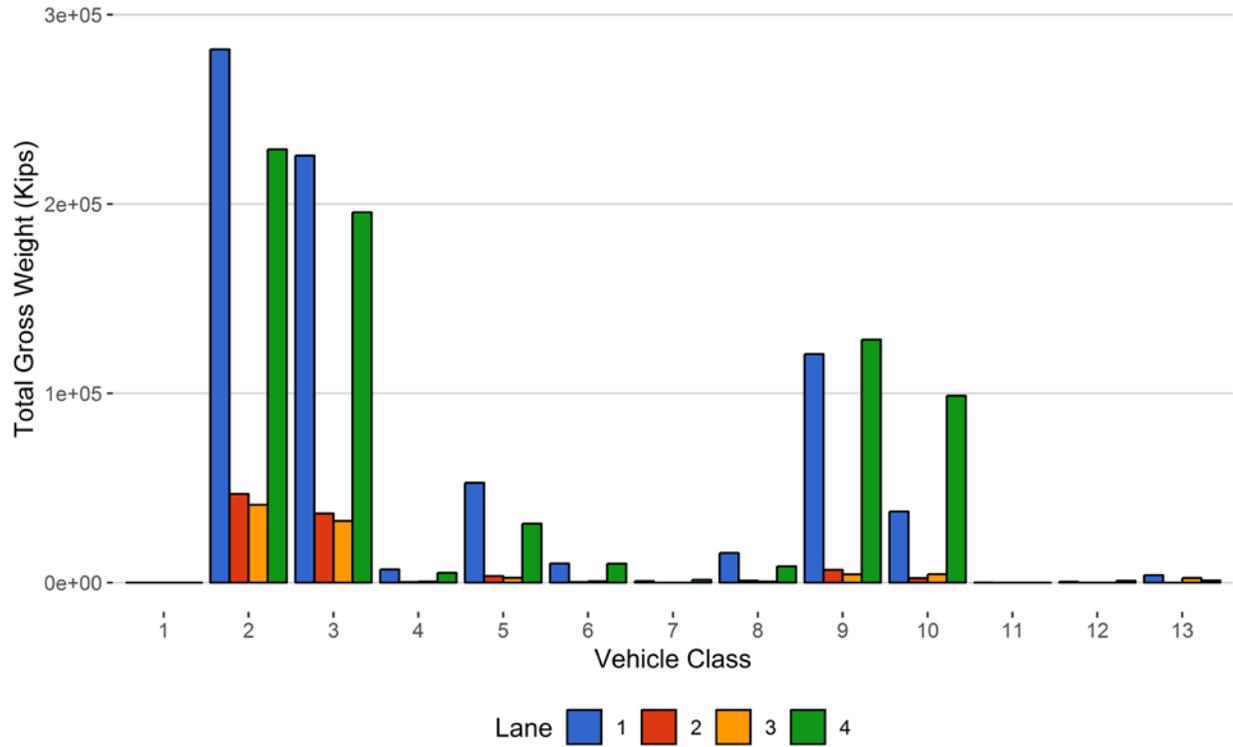


Figure 11 - Total Gross Vehicle Weight t

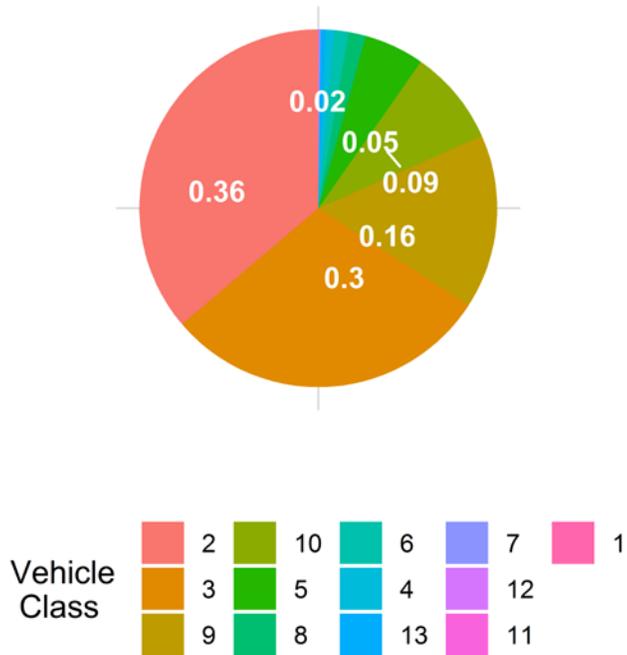


Figure 12 - Total ESALs by Class and Lane

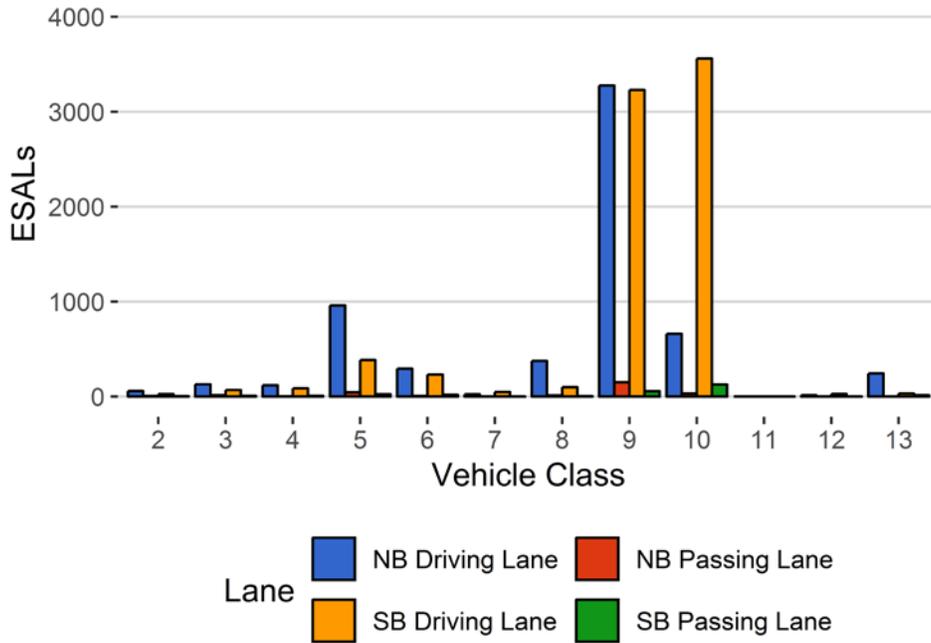


Figure 13 - ESALs by Class

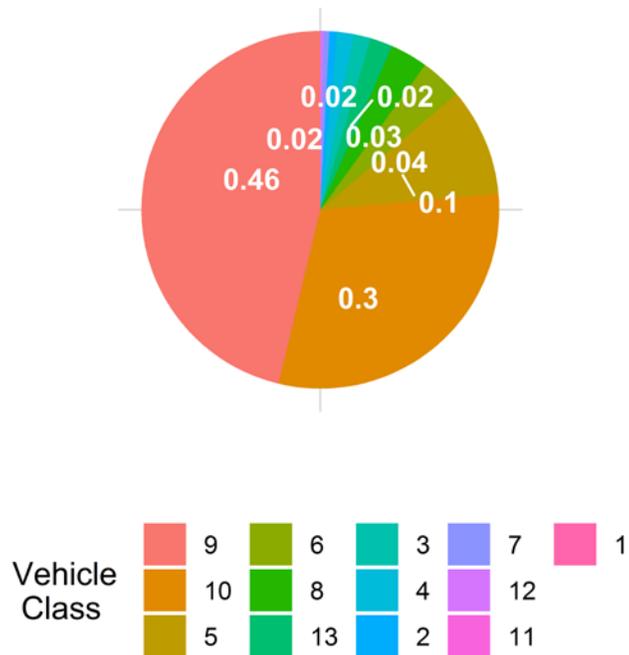


Table 1 Class 9 Front Axle Weight by Lane

<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 2017	11.62	0.00	12.12	0.00	10.33	0.00	11.31	0.00
March 2017	11.10	-4.45	12.82	5.74	10.14	-1.83	11.11	-1.71
June 2017	11.19	-3.68	14.31	18.03	10.08	-2.40	10.88	-3.75
July 2017	11.23	-3.35	13.99	15.41	9.95	-3.68	10.93	-3.36
August 2017	11.23	-3.36	13.99	15.43	10.09	-2.35	10.89	-3.73
October 2017	12.32	6.06	11.40	-5.91	10.91	5.55	11.21	-0.85
November 2017	12.49	7.54	11.46	-5.46	10.99	6.32	11.28	-0.25
December 2017	12.60	8.45	11.72	-3.32	10.92	5.69	11.14	-1.52
January 2018	12.53	7.84	11.50	-5.10	10.83	4.84	11.45	1.24
February 2018	12.47	7.38	11.59	-4.37	10.92	5.64	11.87	4.95
March 2018	12.41	6.87	11.61	-4.25	11.28	9.19	12.01	6.26
April 2018	12.34	6.25	11.49	-5.19	11.21	8.47	11.90	5.24
May 2018	12.25	5.47	11.30	-6.81	10.64	3.00	11.12	-1.61
June 2018	12.25	5.47	11.42	-5.75	10.67	3.24	11.08	-1.97
July 2018	12.31	5.98	11.54	-4.83	10.78	4.29	11.09	-1.94
August 2018	12.39	6.70	11.65	-3.85	10.72	3.72	11.09	-1.88
September 2018	12.43	6.97	11.60	-4.27	10.83	4.82	11.03	-2.48
October 2018	12.61	8.58	11.67	-3.76	10.81	4.59	11.25	-0.51
November 2018	12.73	9.56	11.59	-4.38	11.04	6.84	11.17	-1.18
December 2018	12.77	9.97	11.49	-5.17	11.06	7.06	11.19	-1.00
January 2019	12.83	10.40	11.94	-1.52	11.04	6.85	11.16	-1.34
February 2019	13.35	14.96	11.62	-4.10	9.99	-3.32	11.54	2.04
March 2019	13.12	12.94	11.81	-2.59	9.92	-4.00	11.82	4.50

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	4358	135111	60.8	0	0
3	2339	72504	32.6	0	0
4	15	461	0.2	29	1.1
5	196	6089	2.7	194	7.2
6	18	562	0.3	105	3.9
7	1	40	0	19	0.7
8	26	807	0.4	53	2
9	145	4509	2	1184	43.7
10	62	1923	0.9	1078	39.8
11	0	1	0	0	0
12	1	17	0	10	0.4
13	5	159	0.1	38	1.4
TOTAL	7167	222183	100	2710	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>
2019-03-01	Friday	09:09:02	10	NB	1	143.42
2019-03-01	Friday	09:09:40	10	NB	1	134.25
2019-03-09	Saturday	01:23:43	10	NB	1	131.33
2019-03-09	Saturday	05:29:52	10	NB	1	129.57
2019-03-08	Friday	21:28:35	10	NB	1	124.84
2019-03-08	Friday	23:25:22	10	NB	1	122.85
2019-03-06	Wednesday	14:53:50	10	NB	1	122.05
2019-03-06	Wednesday	09:59:13	10	NB	1	121.47
2019-03-13	Wednesday	05:58:52	10	SB	4	121.47
2019-03-14	Thursday	04:51:56	10	SB	4	120.89

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	NB	15	259	28	10.8	6866	380	1701
5	NB	8	3611	60	1.7	55628	442	13610
6	NB	19	259	3	1.2	10275	49	2706
7	NB	11.5	14	0	0	762	0	301
8	NB	31	475	155	32.6	13858	2802	1969
9	NB	33	2135	106	5	124157	3244	28600
10	NB	33.5	796	41	5.2	38611	1250	6659
11	NB	36.5	1	1	100	0	34	0
12	NB	36.5	6	0	0	430	0	105
13	NB	31.5	27	0	0	3926	0	1538
TOTAL	****	****	7583	394	****	254514	****	57188
<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	SB	15	197	48	24.4	5055	621	1410
5	SB	8	2418	365	15.1	31092	2594	7334
6	SB	19	297	6	2	10614	106	2542
7	SB	11.5	26	0	0	1430	0	565
8	SB	31	324	205	63.3	4524	4580	417
9	SB	33	2329	491	21.1	118659	13989	29003
10	SB	33.5	1108	36	3.2	101960	1077	33024
12	SB	36.5	11	0	0	910	0	254
13	SB	31.5	130	114	87.7	1491	2087	494
TOTAL	****	****	6840	1265	****	275735	****	75044
GRAND TOTAL	****	****	14423	1659	373	530248	33255	132232

Table 5 Gross Vehicle Weight by Class and Lane

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
1	0	2	0	0	2	0
2	281675	46847	41031	228843	598397	36.2
3	225585	36474	32532	195650	490241	29.7
4	6978	269	534	5142	12922	0.8
5	52679	3392	2547	31139	89757	5.4
6	10044	280	742	9977	21044	1.3
7	762	0	0	1430	2192	0.1
8	15641	1019	562	8542	25764	1.6
9	120679	6722	4303	128346	260049	15.7
10	37509	2352	4357	98680	142897	8.6
11	34	0	0	0	34	0
12	430	0	0	910	1339	0.1
13	3926	0	2449	1129	7504	0.5
TOTAL	755942	97356	89057	709787	1652142	100
GVW/LANE	45.76	5.89	5.39	42.96	100	0.01

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0	0	0.5
2	59	7	4	28	98	0.68	0.0015
3	130	15	9	70	224	1.54	0.0063
4	120	4	10	88	222	1.53	0.98
5	960	46	26	386	1418	9.77	0.47
6	294	6	20	233	554	3.81	1.99
7	25	0	0	49	74	0.51	3.33
8	375	13	4	100	493	3.4	1.24
9	3275	152	57	3229	6713	46.25	3.01
10	661	34	128	3560	4382	30.19	4.6
11	0	0	0	0	0	0	0.96
12	14	0	0	29	43	0.3	3.4
13	245	0	15	33	292	2.02	3.53
TOTAL	6159	276	273	7807	14514	100	24
ESALS/LANE	42.4	1.9	1.9	53.8	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>
Apr 2018	208109	6937	390	196423	94.4	11686.2	5.6	93.5	6.5
May 2018	275473	8886	486	260406	94.5	15066.6	5.5	91.8	8.2
Jun 2018	306452	10215	626	287683	93.9	18769.5	6.1	90.8	9.2
Jul 2018	350547	11308	574	332764	94.9	17782.9	5.1	90.2	9.8
Aug 2018	358059	11550	592	339709	94.9	18350	5.1	90.6	9.4
Sep 2018	313915	10464	604	295806	94.2	18109.5	5.8	90.9	9.1
Oct 2018	288734	9314	557	271460	94	17274.5	6	91.5	8.5
Nov 2018	213943	7131	471	199800	93.4	14142.7	6.6	92.7	7.3
Dec 2018	202323	6977	389	190274	94	12049.2	6	93.6	6.4
Jan 2019	203082	6551	412	190300	93.7	12782.5	6.3	96.2	3.8
Feb 2019	184458	6588	402	173210	93.9	11247.6	6.1	91	9
Mar 2019	222183	7167	470	207616	93.4	14566.8	6.6	92.9	7.1
TOTAL	3127278	-	-	2945451	-	181828	-	-	-
AVERAGE	260606	8591	498	245454	94	15152	6	92	8

ESALS

<i>Month</i>	<i>ESALS NB Passing Lane</i>	<i>ESALS NB Driving Lane</i>	<i>ESALS SB Driving Lane</i>	<i>ESALS SB Passing Lane</i>	<i>Total ESALS</i>	<i>Driving Lane ESALS %</i>	<i>Passing Lane ESALS %</i>	<i>Pavement Life Decrease Months</i>
Apr 2018	4677	226	180	4274	9357	96	4	29.7
May 2018	5870	397	196	4186	10649	94	6	19.6
Jun 2018	8117	587	372	5176	14252	93	7	29.4
Jul 2018	6965	535	336	5229	13065	93	7	23.1
Aug 2018	7274	628	412	5605	13919	93	7	29.6
Sep 2018	7125	574	424	5493	13615	93	7	31.5
Oct 2018	7067	554	340	6223	14184	94	6	31.9
Nov 2018	6376	331	315	5768	12790	95	5	48.1
Dec 2018	5978	281	7355	5121	18736	59	41	85.7
Jan 2019	6348	398	15	5011	11772	96	4	64.8
Feb 2019	2855	313	24397	6316	33880	27	73	7.8
Mar 2019	6210	276	7776	7820	22080	64	36	95.1
TOTAL	74861	5099	42117	66222	188300	-	-	-
AVERAGE	6238	425	3510	5518	15692	83	17	41

Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Passing Lane</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Passing Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Apr 18	624365	79369	76549	597736	1378018
May 18	805267	135068	123381	716964	1780680
Jun 18	956809	179159	163542	840328	2139837
Jul 18	989942	190861	199906	891495	2272204
Aug 18	1029912	206482	199903	915971	2352268
Sep 18	928245	167946	179934	843547	2119672
Oct 18	874341	151885	156271	815285	1997782
Nov 18	703774	103950	86051	644760	1538536
Dec 18	685139	100086	67487	606959	1459670
Jan 19	682176	85152	31467	619015	1417811
Feb 19	523242	76780	67109	602583	1269714
Mar 19	756964	97404	91231	710157	1655755
TOTAL	9560177	1574142	1442829	8804801	21381949
AVERAGE	796681	131179	120236	733733	1781829

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>
Apr 2018	1663	0.8	14.3	499	108
May 2018	1827	0.7	12.2	470	98
Jun 2018	2892	1	15.4	866	157
Jul 2018	2415	0.7	13.6	700	189
Aug 2018	2476	0.7	13.5	830	275
Sep 2018	2546	0.8	14.1	934	286
Oct 2018	2727	0.9	15.8	1007	305
Nov 2018	2379	1.1	16.9	1102	355
Dec 2018	2093	1	16.5	1147	489
Jan 2019	2132	1.1	16	1062	401
Feb 2019	1870	1.1	16.9	1060	553
Mar 2019	2748	1.3	18.9	1486	736
TOTAL	27768	-	-	11163	3952
AVERAGE	2314	0.9	15.3	930.2	329.3

Freight

<i>Month</i>	<i>NB Freight Tons</i>	<i>SB Freight Tons</i>	<i>Total Freight</i>	<i>NB Freight %</i>	<i>SB Freight %</i>
Apr 2018	46511	43976	90486	51.4	48.6
May 2018	61664	47687	109351	56.4	43.6
Jun 2018	88451	64157	152607	58	42
Jul 2018	72207	58420	130627	55.3	44.7
Aug 2018	73261	62083	135345	54.1	45.9
Sep 2018	75479	60417	135896	55.5	44.5
Oct 2018	71194	66929	138122	51.5	48.5
Nov 2018	59228	61355	120584	49.1	50.9
Dec 2018	53907	52938	106845	50.5	49.5
Jan 2019	57703	52459	110162	52.4	47.6
Feb 2019	29089	60935	90023	32.3	67.7
Mar 2019	57188	75044	132232	43.2	56.8
TOTAL	745883	706398	1452281	-	-
AVERAGE	62156.9	58866.5	121023.4	50.8	49.2