

NOVEMBER 2019



**WIM #32  
US 52, MP 66.0  
ORONOCO, MN**

**MONTHLY  
REPORT**



*Your Destination...Our Priority*



## WIM Site Location

WIM #32 is located on US 52 near Oronoco in Olmsted county.

## System Operation

WIM #32 was operational for the entire month of November 2019. Volume was computed using all monthly data.

## System Calibration

WIM #32 was most recently calibrated on 2019-06-06. 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: 928048 | Passenger Vehicles: 854402 | Heavy Commercial Vehicles: 73646

Monthly Average Daily Traffic (MADT): 30742 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 2455

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 Wednesdays. 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 03 PM and 05 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 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 73646 HCVs, 8654 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 1% of total monthly volume, and 12% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Saturdays. SB overweight vehicles tended to reach highest volumes on Mondays, with lowest volumes reported on Saturdays. 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 57.4% of all overweight vehicles traveling NB 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 June.

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 ,212 NB vehicles exceeded 88,000 pounds (94 vehicles were Class 9's; 55 vehicles were Class 13's). Of vehicles traveling SB,

170 NB vehicles exceeded 88,000 pounds (61 vehicles were Class 9's; 58 vehicles were Class 13's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from November 2019.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in November 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 620526 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (50.8%) than SB (49.2%). See Table 4 and Figure 11 for more freight information.

**#####Infrastructure Considerations Bridge.** Bridge No. 55X13 (a box culvert) is approximately 1/3 of a mile north of WIM #32, and Bridge No. 8960 (a box culvert) is approximately 1 ¾ miles south of WIM #32. WIM #32 recorded a total of 928048 vehicles with a combined GVW of 6742436 kips (1 kip = 1,000 pounds = 0.5 tons) in November 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 55688 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 51.3% of all ESALs were recorded NB while 48.7% was observed SB. In particular, 78% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 36% 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:

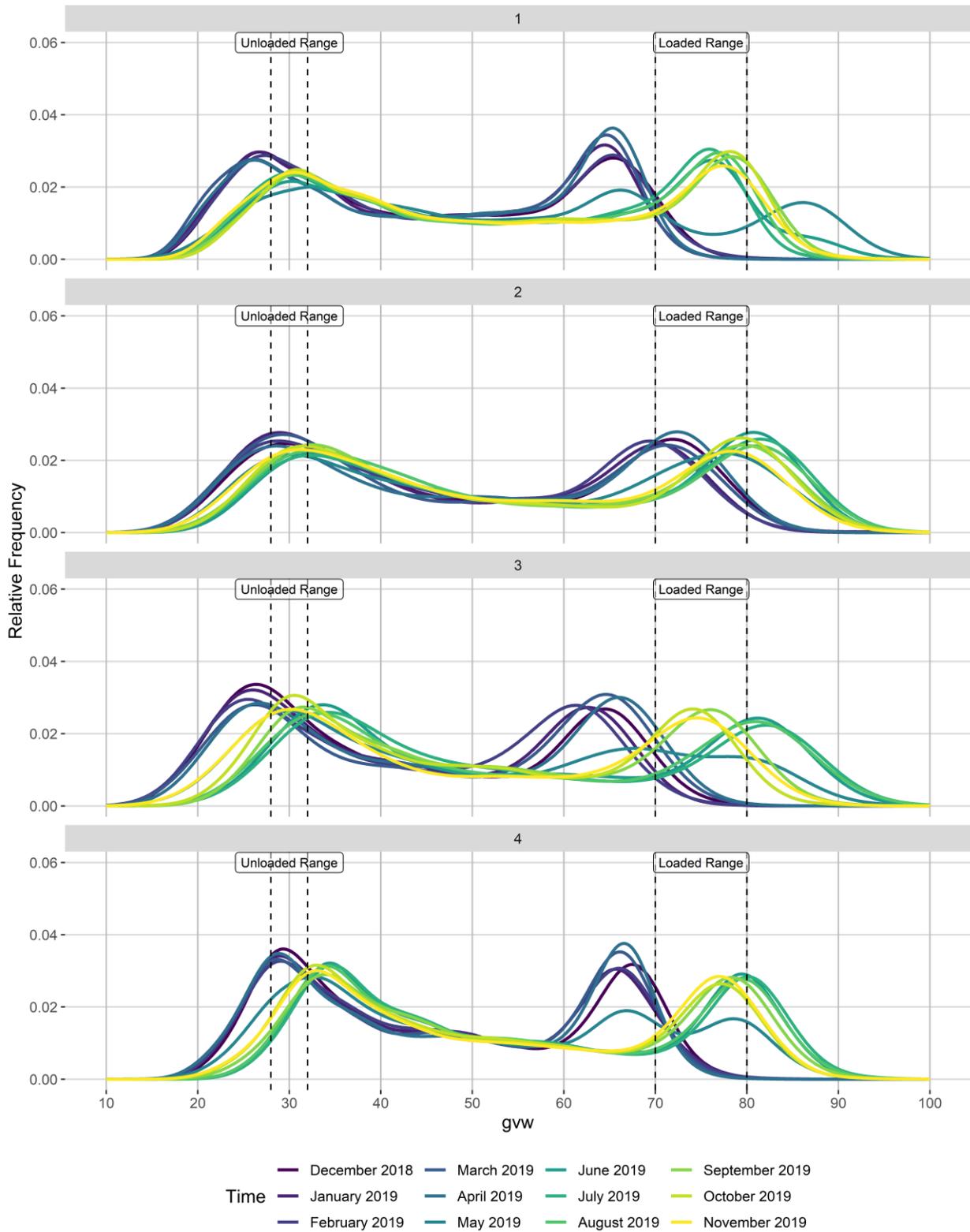
<http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html> MnDOT's vehicle

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.

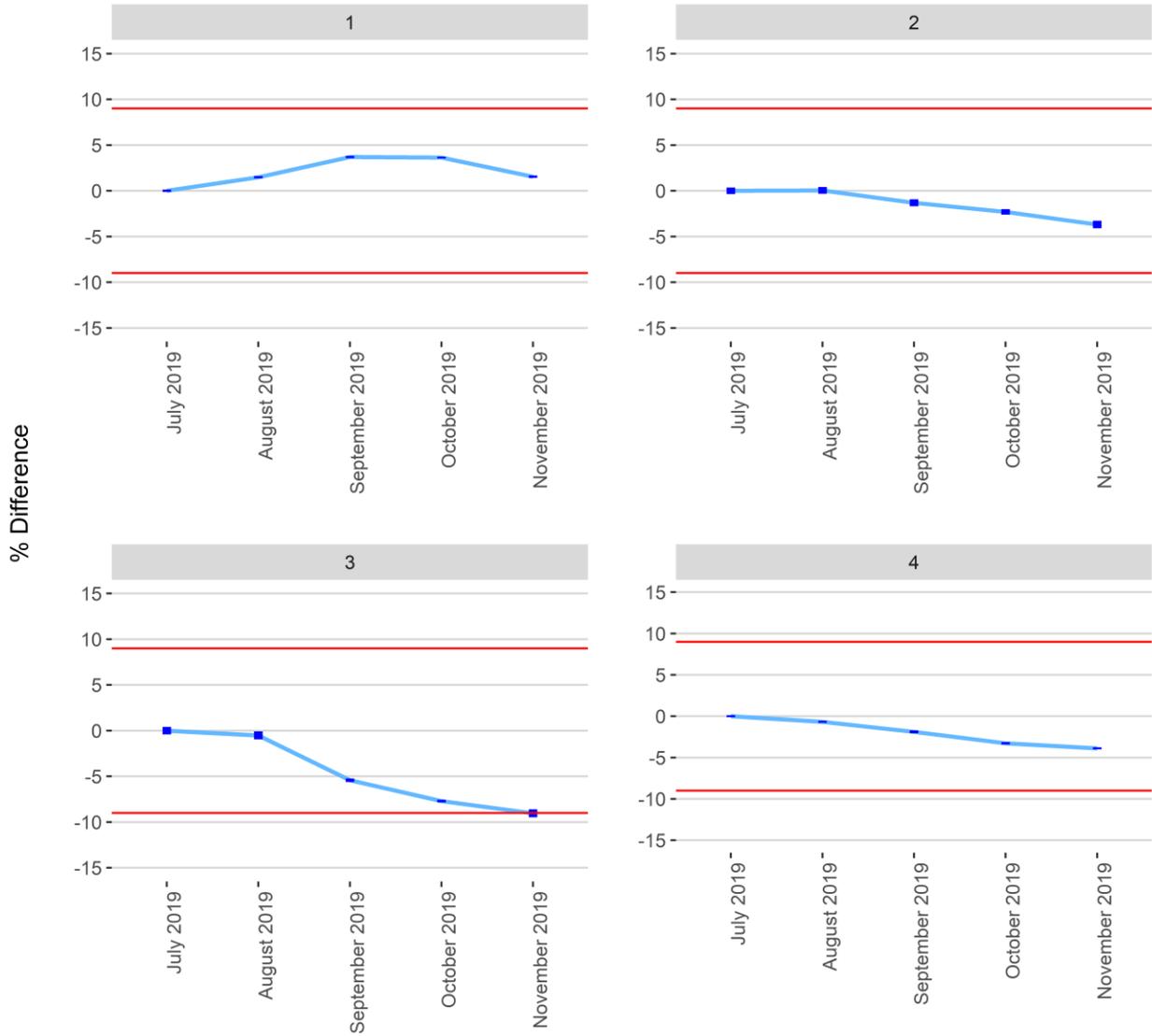
**To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to [ADArequest.dot@state.mn.us](mailto:ADArequest.dot@state.mn.us). Please request at least one week in advance.**

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

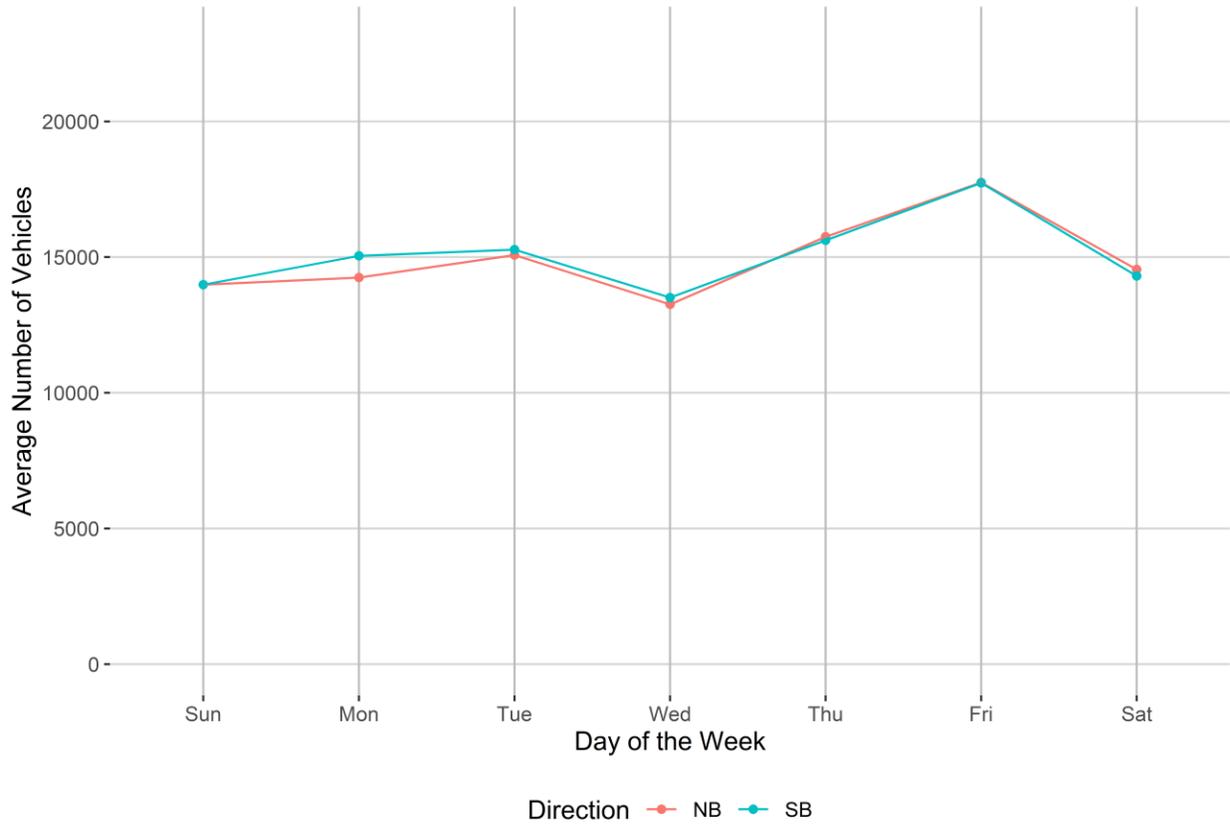


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

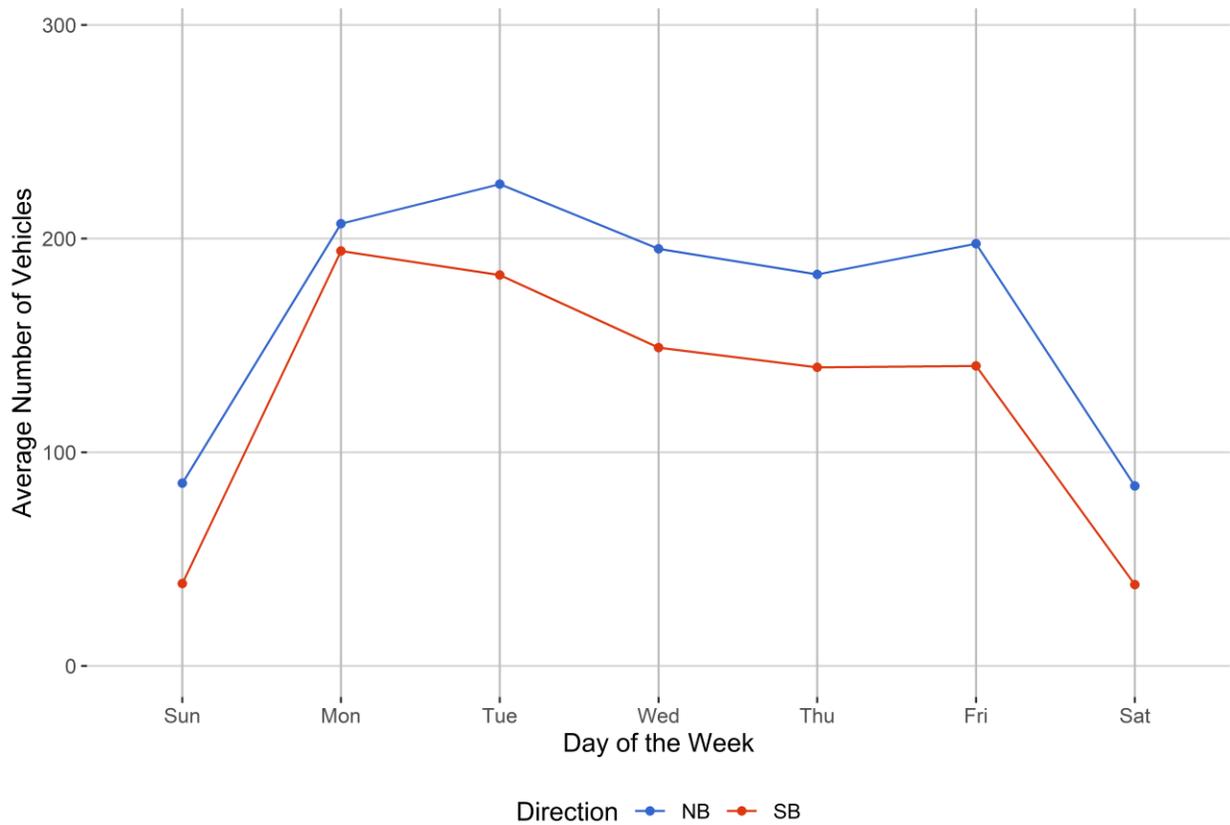


Figure 4 - Passenger Vehicles vs. Hour of the Day

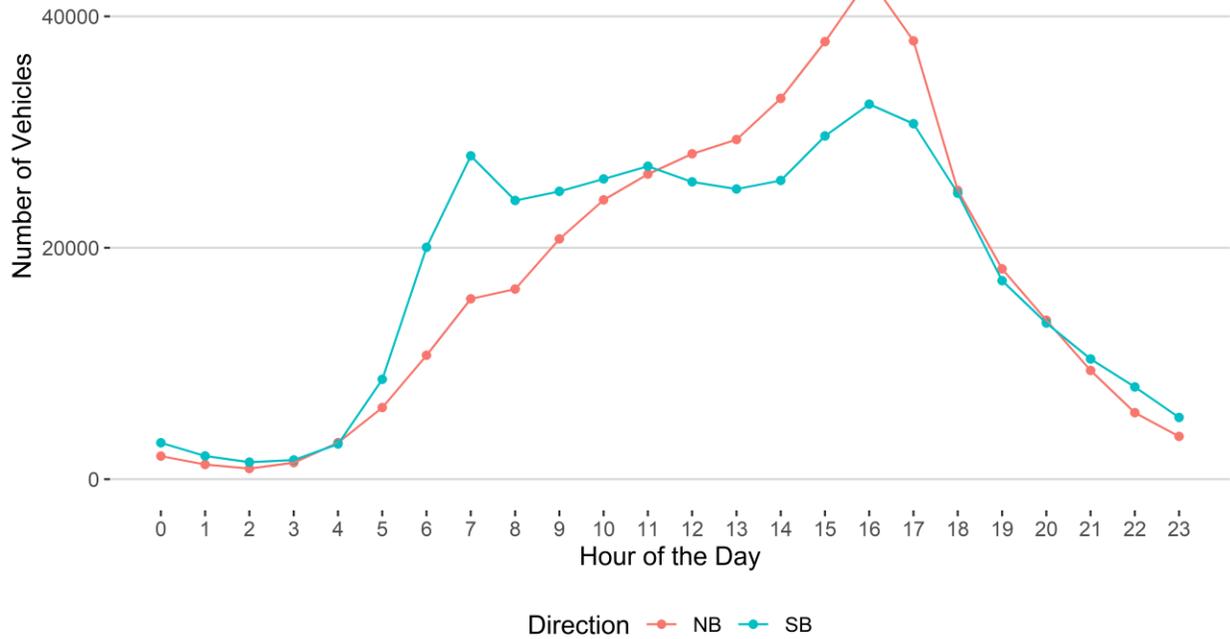


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

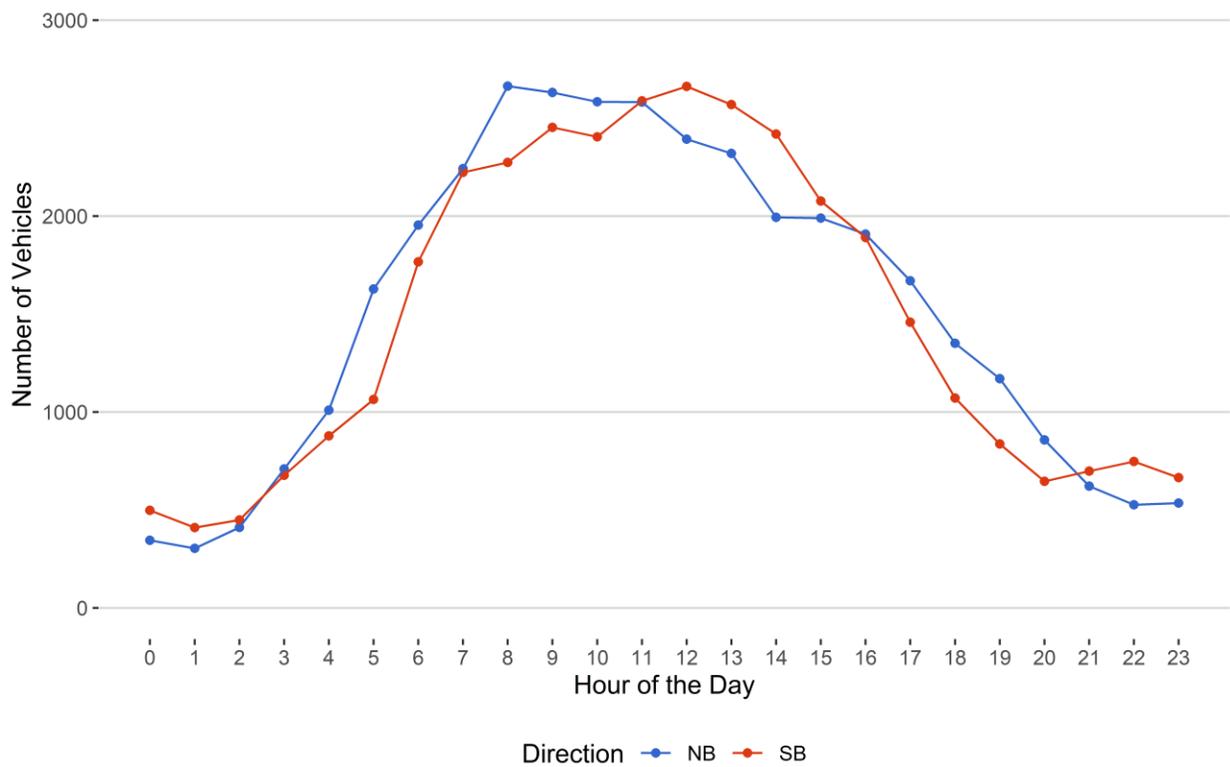


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

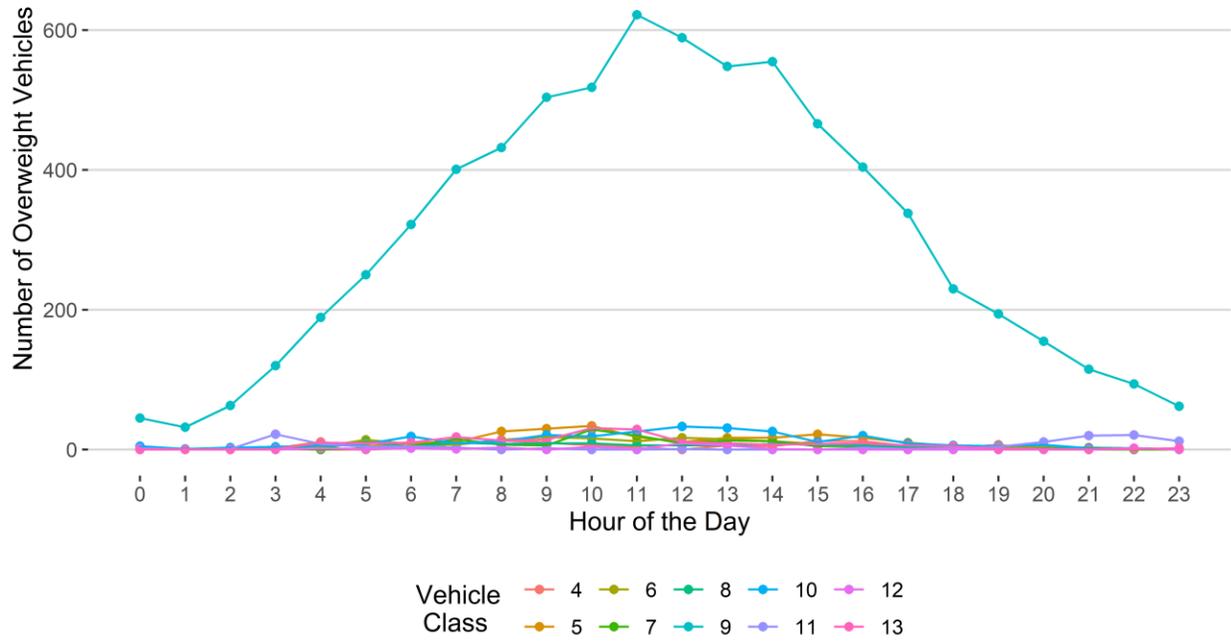


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

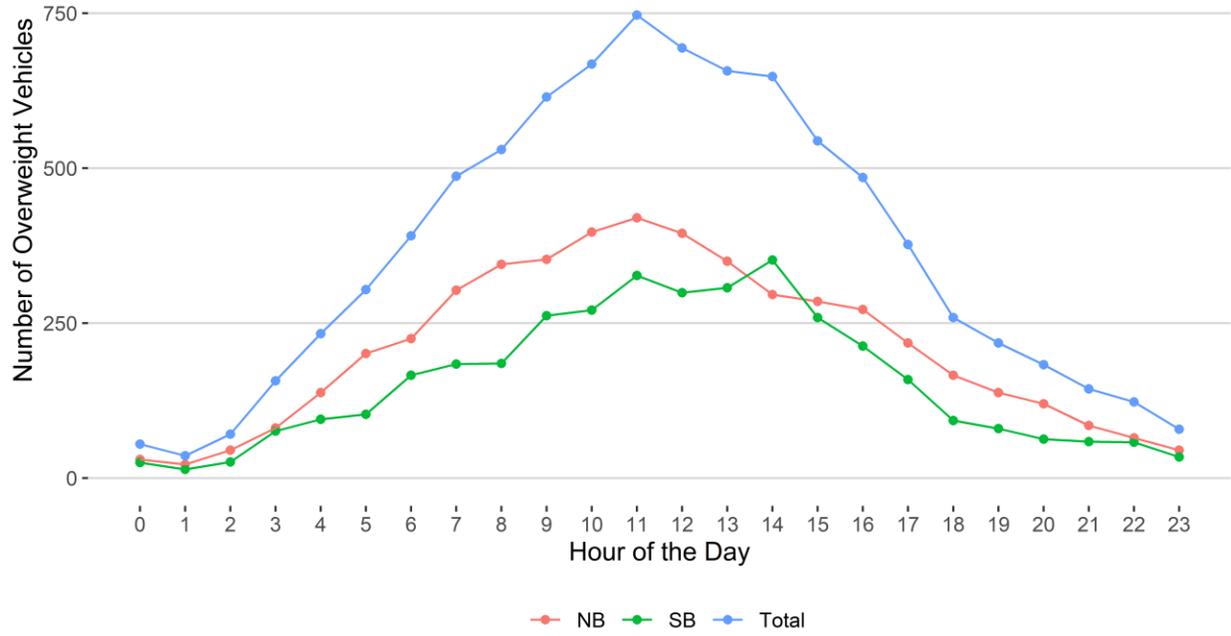
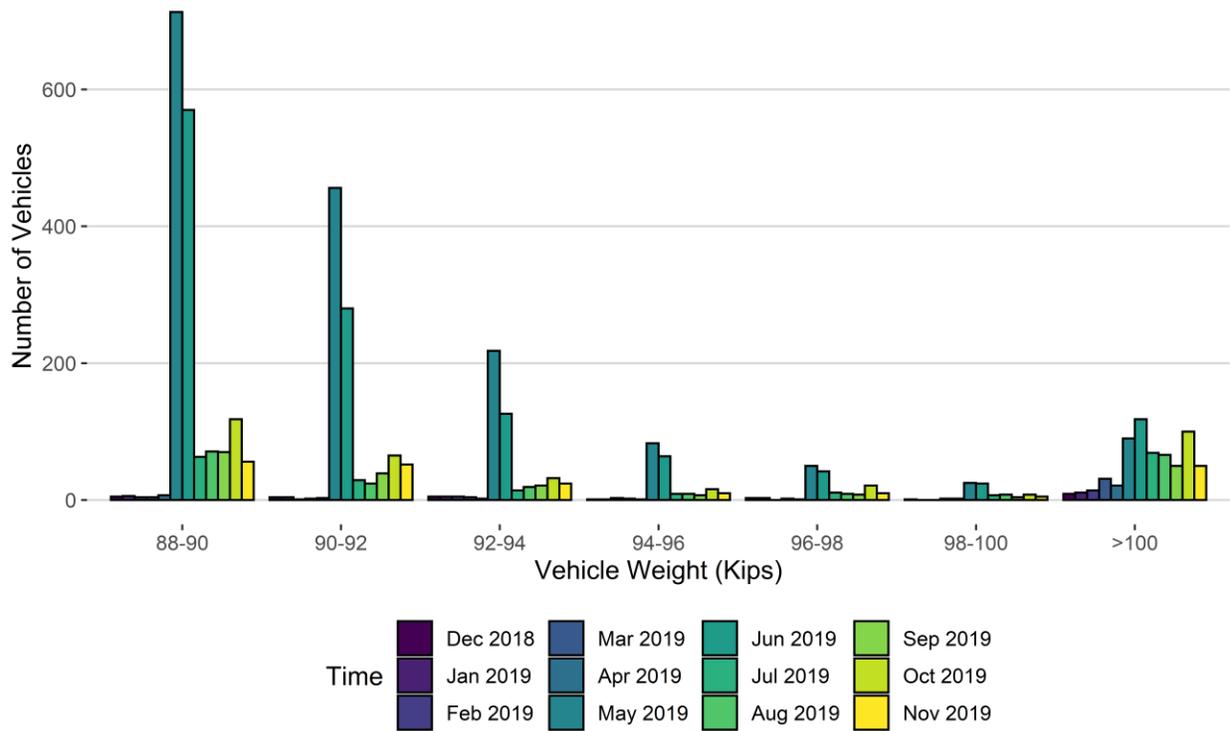
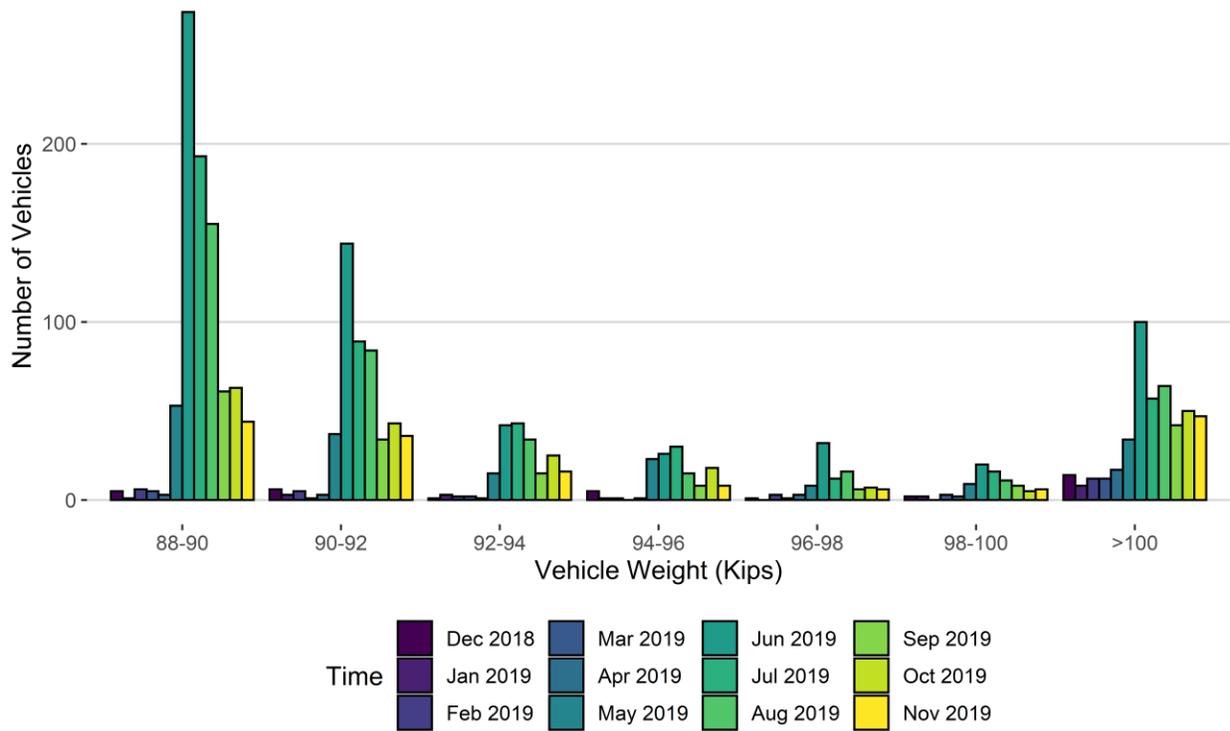


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019
88-90	5	6	4	4	7	713	570	63	71	70	118	56
90-92	4	4	1	2	3	456	280	29	24	39	65	52
92-94	5	5	5	4	2	218	126	14	19	21	32	24
94-96	1	1	3	2	1	83	64	9	9	7	16	10
96-98	3	3	0	2	1	50	42	11	9	8	21	10
98-100	1	0	0	2	2	25	24	7	8	4	8	5
>100	9	11	14	31	21	90	118	69	66	50	100	50
Total	28	30	27	47	37	1635	1224	202	206	199	360	207

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



Vehicle Weights (Kips)	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019
88-90	5	1	6	5	3	53	274	193	155	61	63	44
90-92	6	3	5	1	3	37	144	89	84	34	43	36
92-94	1	3	2	2	1	15	42	43	34	15	25	16
94-96	5	1	1	0	1	23	26	30	15	8	18	8
96-98	1	0	3	1	3	8	32	12	16	6	7	6
98-100	2	2	0	3	2	9	20	16	11	8	5	6
>100	14	8	12	12	17	34	100	57	64	42	50	47
Total	34	18	29	24	30	179	638	440	379	174	211	163

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

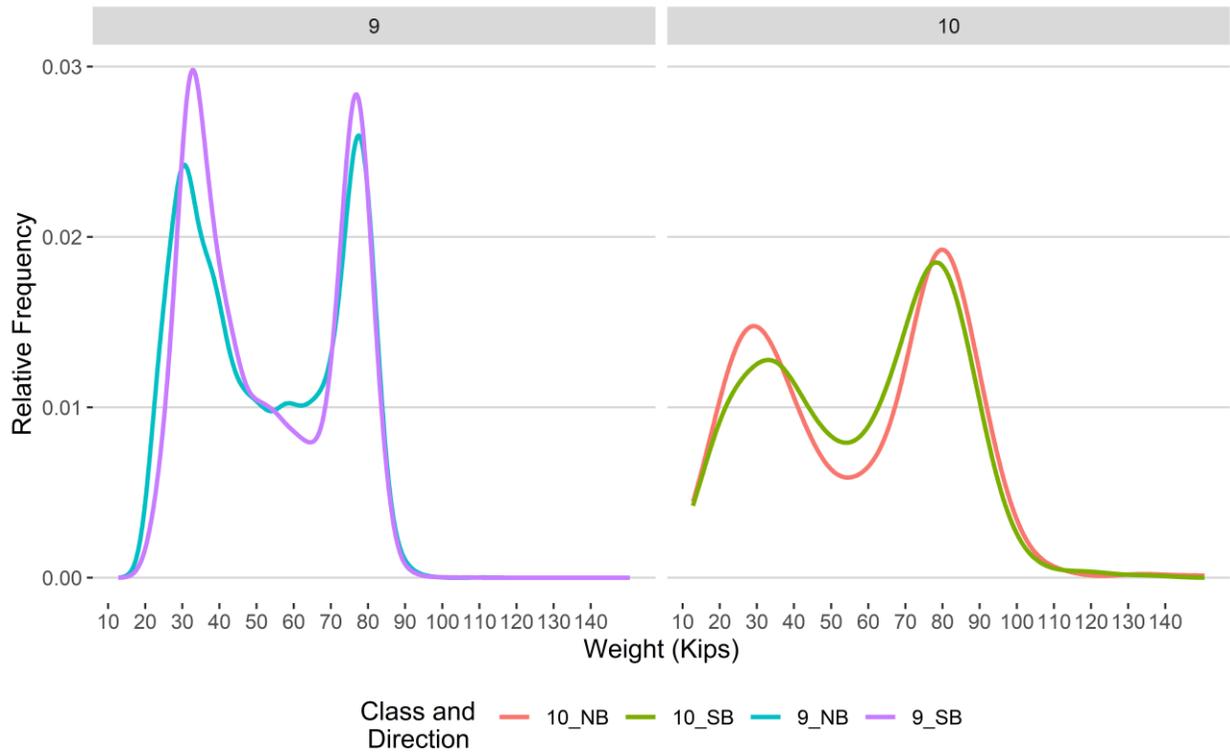


Figure 9 - Freight Percentage by Direction and Class

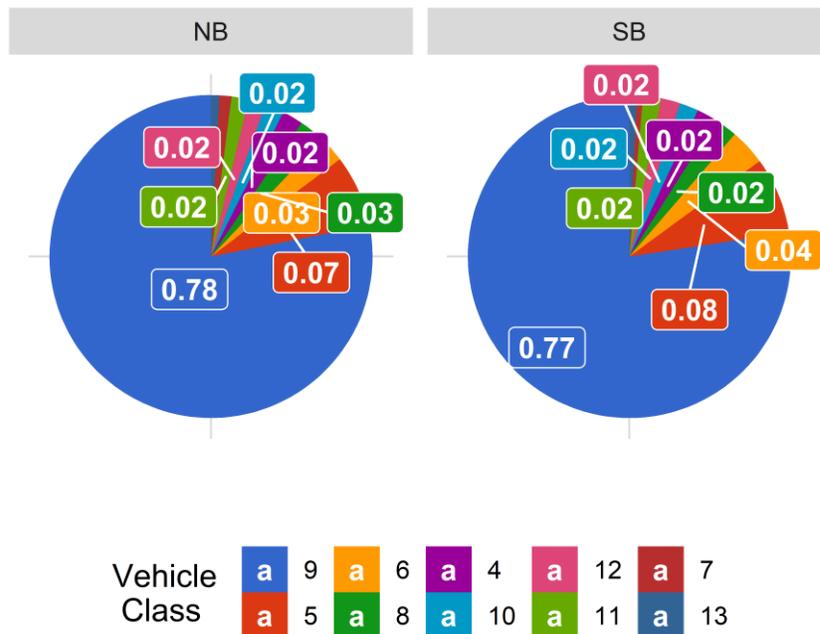


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

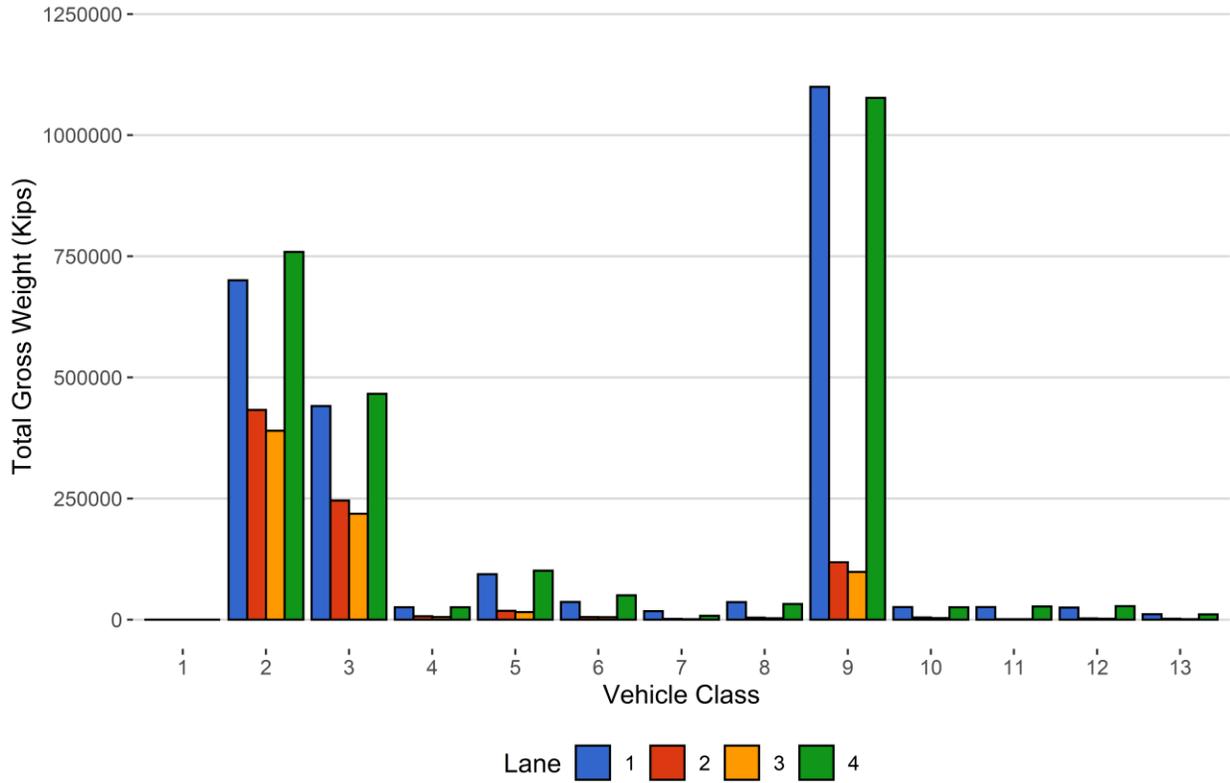


Figure 11 - Total Gross Vehicle Weight t

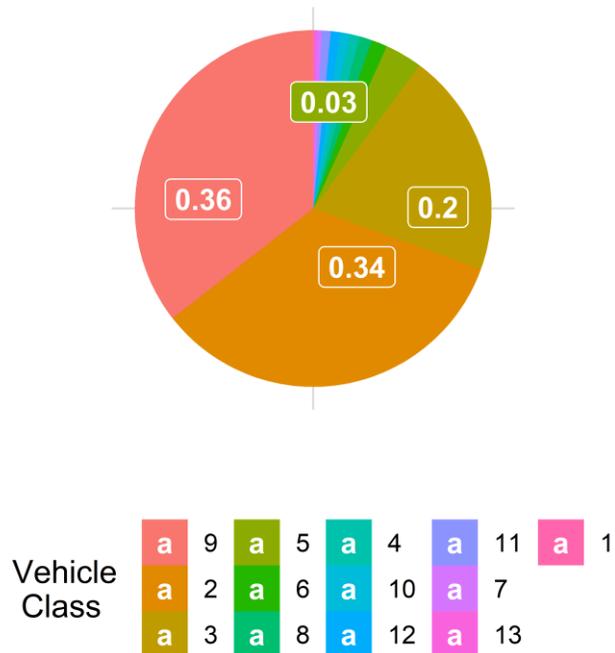


Figure 12 - Total ESALs by Class and Lane

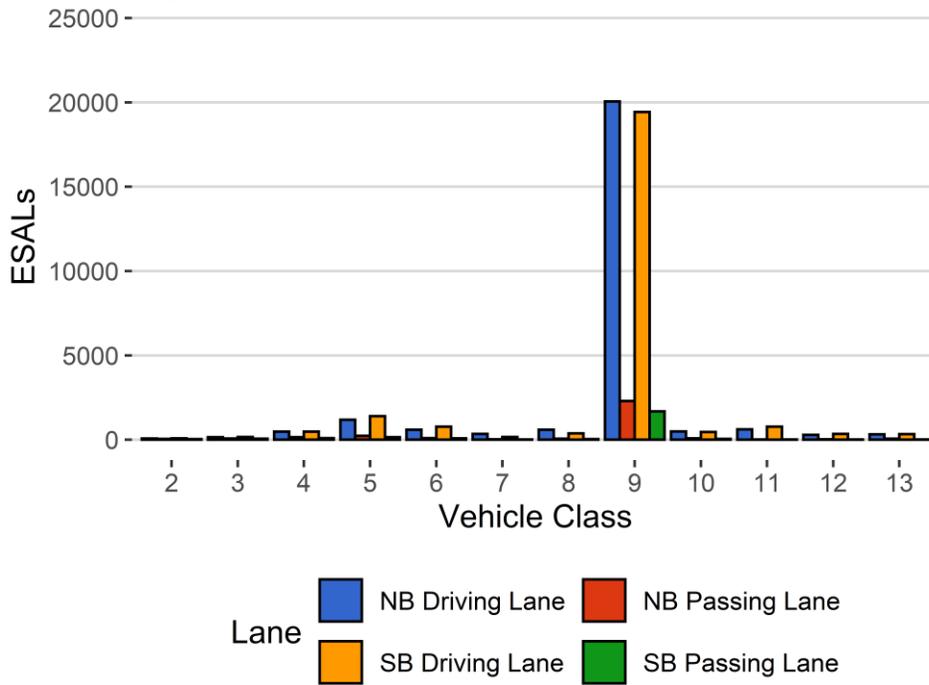
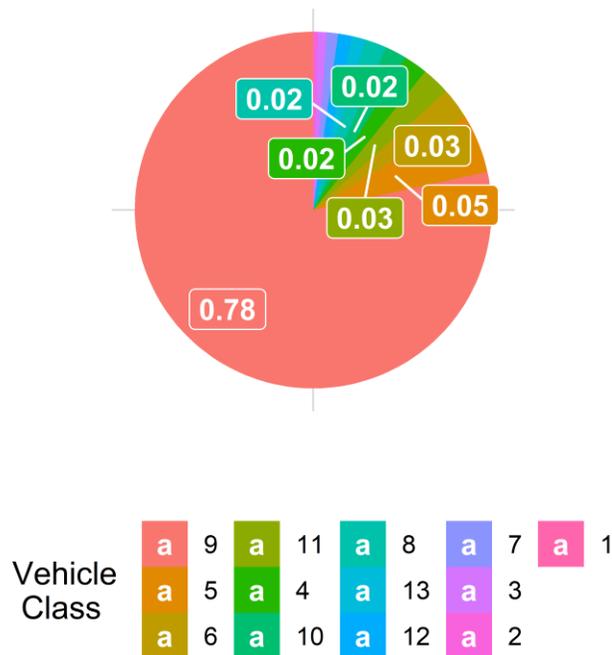


Figure 13 - ESALs by Class



**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>
July 2019	10.23	0.00	11.64	0.00	11.83	0.00	11.75	0.00
August 2019	10.38	1.48	11.65	0.04	11.77	-0.52	11.67	-0.68
September 2019	10.61	3.69	11.49	-1.31	11.19	-5.43	11.53	-1.89
October 2019	10.60	3.63	11.37	-2.31	10.92	-7.71	11.36	-3.28
November 2019	10.39	1.54	11.21	-3.69	10.76	-9.04	11.29	-3.89

**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	1	15	0	0	0
2	20442	613264	66.1	0	0
3	8037	241123	26	0	0
4	66	1966	0.2	98	1.1
5	526	15769	1.7	262	3
6	115	3449	0.4	170	2
7	15	456	0	133	1.5
8	83	2484	0.3	107	1.2
9	1542	46262	5	7248	83.8
10	34	1032	0.1	286	3.3
11	32	962	0.1	122	1.4
12	33	998	0.1	33	0.4
13	9	268	0	195	2.3
<b>TOTAL</b>	<b>30935</b>	<b>928048</b>	<b>100</b>	<b>8654</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>
2019-11-06	Wednesday	02:06:15	10	NB	1	150.54
2019-11-19	Tuesday	04:26:44	9	NB	1	137.47
2019-11-19	Tuesday	07:23:45	10	NB	2	136.48
2019-11-19	Tuesday	17:00:18	10	SB	4	136.16
2019-11-15	Friday	14:37:33	10	SB	4	135.31
2019-11-15	Friday	07:43:24	10	NB	1	130.99
2019-11-05	Tuesday	02:27:58	9	NB	1	130.45
2019-11-15	Friday	12:19:05	10	SB	4	121.09
2019-11-04	Monday	08:17:54	10	SB	4	120.01
2019-11-15	Friday	03:25:11	9	NB	1	116.17

**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	966	82	8.5	31238	1065	8989
5	NB	8	7705	843	10.9	105754	6183	25429
6	NB	19	1478	429	29	34663	7040	7366
7	NB	11.5	288	0	0	18874	0	7781
8	NB	31	1294	757	58.5	21681	18129	2517
9	NB	33	23051	5528	24	1063706	154389	242723
10	NB	33.5	515	141	27.4	26370	3556	6920
11	NB	36.5	480	28	5.8	25684	932	4593
12	NB	36.5	482	50	10.4	25482	1728	4857
13	NB	31.5	139	1	0.7	12762	29	4208
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>36398</b>	<b>7859</b>	<b>****</b>	<b>1366215</b>	<b>****</b>	<b>315384</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	SB	15	951	86	9	29591	1114	8308
5	SB	8	7674	792	10.3	110805	5773	27874
6	SB	19	1886	356	18.9	49082	6053	10006
7	SB	11.5	157	0	0	8832	0	3513
8	SB	31	1129	541	47.9	22210	12790	1991
9	SB	33	22066	4362	19.8	1047765	127706	231766
10	SB	33.5	491	106	21.6	25934	2576	6518
11	SB	36.5	458	19	4.1	27119	648	5548
12	SB	36.5	491	9	1.8	29062	288	5734
13	SB	31.5	122	0	0	11608	0	3883
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>35425</b>	<b>6271</b>	<b>****</b>	<b>1362008</b>	<b>****</b>	<b>305142</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>71823</b>	<b>14130</b>	<b>309</b>	<b>2728223</b>	<b>350000</b>	<b>620526</b>

**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	7	3	2	5	16	0
2	700580	432719	389731	759203	2282234	33.9
3	440882	245699	218643	466037	1371260	20.4
4	25323	6981	5317	25389	63009	0.9
5	93689	18248	15399	101178	228515	3.4
6	36487	5216	5108	50027	96838	1.4
7	17529	1345	830	8003	27707	0.4
8	35901	3909	2886	32115	74810	1.1
9	1099723	118372	98529	1076941	2393565	35.6
10	25661	4265	3119	25391	58436	0.9
11	25722	894	719	27048	54383	0.8
12	24686	2524	1616	27734	56560	0.8
13	11004	1788	776	10832	24400	0.4
<b>TOTAL</b>	<b>2537192</b>	<b>841962</b>	<b>742675</b>	<b>2609904</b>	<b>6731733</b>	<b>100</b>
<b>GVW/LANE</b>	<b>37.69</b>	<b>12.51</b>	<b>11.03</b>	<b>38.77</b>	<b>100</b>	<b>0</b>

**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	0.0625
2	71	47	39	82	239	0.43	8e-04
3	155	74	61	161	451	0.81	0.0039
4	486	147	93	477	1202	2.17	1.25
5	1186	229	153	1395	2963	5.35	0.39
6	600	94	79	777	1550	2.8	0.92
7	346	32	13	164	556	1	2.48
8	590	61	40	383	1075	1.94	0.89
9	20052	2297	1687	19432	43468	78.46	1.93
10	493	81	52	453	1079	1.95	2.14
11	619	20	15	771	1425	2.57	3.02
12	291	28	20	339	678	1.22	1.39
13	317	56	15	329	716	1.29	5.28
<b>TOTAL</b>	<b>25205</b>	<b>3167</b>	<b>2268</b>	<b>24762</b>	<b>55402</b>	<b>100</b>	<b>20</b>
<b>ESALS/LANE</b>	<b>45.5</b>	<b>5.7</b>	<b>4.1</b>	<b>44.7</b>	<b>100</b>	<b>-</b>	<b>-</b>

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

Month	Total Volume	Monthly ADT	Monthly HCAD T	Passenger Vehicles	Passenger Vehicles %	Heavy Commercial Vehicles	Heavy Commercial Vehicles %	Heavy Commercial Vehicles in Driving Lane %	Heavy Commercial Vehicles in Passing Lane %
Dec 2018	864651	28822	2035	801570	92.7	63081.4	7.3	89.2	10.8
Jan 2019	786295	25364	2059	722455	91.9	63839.9	8.1	88.7	11.3
Feb 2019	682508	24375	2079	624284	91.5	58224	8.5	82.2	17.8
Mar 2019	904406	29174	2268	834104	92.2	70302.3	7.8	88.7	11.3
Apr 2019	922175	30739	2481	847749	91.9	74425.7	8.1	88.3	11.7
May 2019	1039153	33329	2670	956381	92	82771.9	8	87.5	12.5
Jun 2019	1022960	34099	2622	944302	92.3	78658.4	7.7	86.8	13.2
Jul 2019	1058475	34221	2702	974717	92.1	83757.7	7.9	87.2	12.8
Aug 2019	1096548	35208	2723	1012139	92.3	84409.1	7.7	88	12
Sep 2019	978335	32323	2587	900716	92.1	77619.2	7.9	70.3	29.7
Oct 2019	1014552	32808	2707	930636	91.7	83916.5	8.3	69.5	30.5
Nov 2019	928048	30742	2455	854402	92.1	73645.7	7.9	88.9	11.1
<b>TOTAL</b>	<b>11298106</b>	<b>-</b>	<b>-</b>	<b>10403455</b>	<b>-</b>	<b>894652</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>941509</b>	<b>30934</b>	<b>2449</b>	<b>866955</b>	<b>92</b>	<b>74554</b>	<b>8</b>	<b>85</b>	<b>15</b>

###ESALS

Month	ESALS NB Passing Lane	ESALS NB Driving Lane	ESALS SB Driving Lane	ESALS SB Passing Lane	Total ESALS	Driving Lane ESALS %	Passing Lane ESALS %	Pavement Life Decrease Months
Dec 2018	12208	2206	1054	12749	28217	88	12	0.2
Jan 2019	10858	2006	1055	11960	25880	88	12	0.3
Feb 2019	8685	2828	1545	10833	23891	82	18	0.3
Mar 2019	12211	2429	1320	13607	29567	87	13	0.1
Apr 2019	13454	2771	1525	14186	31936	87	13	0

May 2019	32259	4042	3006	23513	62819	89	11	21.3
Jun 2019	53625	10086	7472	58409	129592	86	14	3.4
Jul 2019	25138	4916	4146	32194	66394	86	14	4.4
Aug 2019	27967	4501	3840	31466	67774	88	12	3.9
Sep 2019	28842	3734	12568	14341	59485	73	27	2.5
Oct 2019	45318	5748	18129	19409	88604	73	27	3.2
Nov 2019	25358	3182	2270	24877	55688	90	10	3.8
<b>TOTAL</b>	<b>295924</b>	<b>48449</b>	<b>57930</b>	<b>267543</b>	<b>669847</b>	-	-	-
<b>AVERAGE</b>	<b>24660</b>	<b>4037</b>	<b>4828</b>	<b>22295</b>	<b>55821</b>	<b>85</b>	<b>15</b>	<b>4</b>

### ###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>
Dec 18	2086264	770010	604432	2166104	5626811
Jan 19	1876590	646522	520347	1994371	5037829
Feb 19	1423377	652606	530116	1737913	4344012
Mar 19	2086856	798781	620139	2233229	5739005
Apr 19	2203311	844134	673418	2294631	6015495
May 19	2887575	1038509	896554	2762671	7585308
Jun 19	5370351	2138820	1938350	5817580	15265101
Jul 19	2756663	1092970	1018131	3103868	7971633
Aug 19	2918571	1091245	1004179	3150967	8164962
Sep 19	2762888	929295	1822629	1612644	7127456
Oct 19	4231861	1378634	2741559	2296074	10648128
Nov 19	2542992	843130	742994	2613320	6742436
<b>TOTAL</b>	<b>33147300</b>	<b>12224655</b>	<b>13112849</b>	<b>31783372</b>	<b>90268175</b>
<b>AVERAGE</b>	<b>2762275</b>	<b>1018721</b>	<b>1092737</b>	<b>2648614</b>	<b>7522348</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>
Dec 2018	728	0.1	1.1	66	27
Jan 2019	575	0.1	0.9	48	21
Feb 2019	794	0.1	1.4	56	26
Mar 2019	591	0.1	0.9	71	48
Apr 2019	563	0.1	0.8	70	42
May 2019	9712	1	11.9	1831	162
Jun 2019	22320	1.1	14.5	1866	262
Jul 2019	11264	1.1	13.7	645	150
Aug 2019	11662	1.1	14.1	585	149

Sep 2019	10051	1.1	13.4	382	112
Oct 2019	13708	1	11.8	574	166
Nov 2019	8705	1	12	382	117
<b>TOTAL</b>	<b>90673</b>	<b>-</b>	<b>-</b>	<b>6576</b>	<b>1282</b>
<b>AVERAGE</b>	<b>7556.1</b>	<b>0.7</b>	<b>8</b>	<b>548</b>	<b>106.8</b>

### ###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>
Dec 2018	207108	197689	404797	51.2	48.8
Jan 2019	191437	189886	381323	50.2	49.8
Feb 2019	161646	180700	342346	47.2	52.8
Mar 2019	217306	218688	435994	49.8	50.2
Apr 2019	239111	230147	469258	51	49
May 2019	377156	315573	692729	54.4	45.6
Jun 2019	693719	700129	1393849	49.8	50.2
Jul 2019	346328	382396	728724	47.5	52.5
Aug 2019	363149	374052	737201	49.3	50.7
Sep 2019	356729	300943	657672	54.2	45.8
Oct 2019	559175	434949	994124	56.2	43.8
Nov 2019	315384	305142	620526	50.8	49.2
<b>TOTAL</b>	<b>4028248</b>	<b>3830294</b>	<b>7858542</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>335687.3</b>	<b>319191.2</b>	<b>654878.5</b>	<b>51</b>	<b>49</b>