

OCTOBER 2018



**WIM #34  
MN 23, MP 122.1  
CLARA CITY, MN**

**MONTHLY  
REPORT**



*Your Destination...Our Priority*



## WIM Site Location

WIM #34 is located on MN 23 near Clara City in Chippewa county.

## System Operation

WIM #34 was operational for the entire month of October 2018. Volume was computed using all monthly data.

## System Calibration

WIM #34 was most recently calibrated on 2015-06-17. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. Table 1 indicates that the class 9 front axle weights were all over +/- 9% of baseline calibration values for all lanes. 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: 108346 | Passenger Vehicles: 91301 | Heavy Commercial Vehicles: 17045

Monthly Average Daily Traffic (MADT): 3495 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 550

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 Mondays. SB 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), 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 17045 HCVs, 1272 of them were overweight<sup>3</sup>. These overweight HCVs contributed to 1.2% of total monthly volume, and 7.5% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Thursdays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Wednesdays, 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 65.3% 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<sup>4</sup>.

Using normal load limits ,59 NB vehicles exceeded 88,000 pounds (46 vehicles were Class 13's; 8 vehicles were Class 10's). Of vehicles traveling SB,

118 NB vehicles exceeded 88,000 pounds (70 vehicles were Class 13's; 30 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from October 2018.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in October 2018. 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 128864 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (56.7%) than NB (43.3%). See Table 4 and Figure 11 for more freight information.

## Infrastructure Considerations

**Bridge.** Bridge No. 12012 is approximately 3.8 miles north of WIM #34, and Bridge No. 12004 is 3.1 miles south of WIM #34. WIM #34 recorded a total of 108346 vehicles with a combined GVW of 1141925 kips (1 kip = 1,000 pounds = 0.5 tons) in October 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 11193 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 57.2% of all ESALs were recorded SB while 42.8% was observed NB. In particular, 69% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 42% 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).

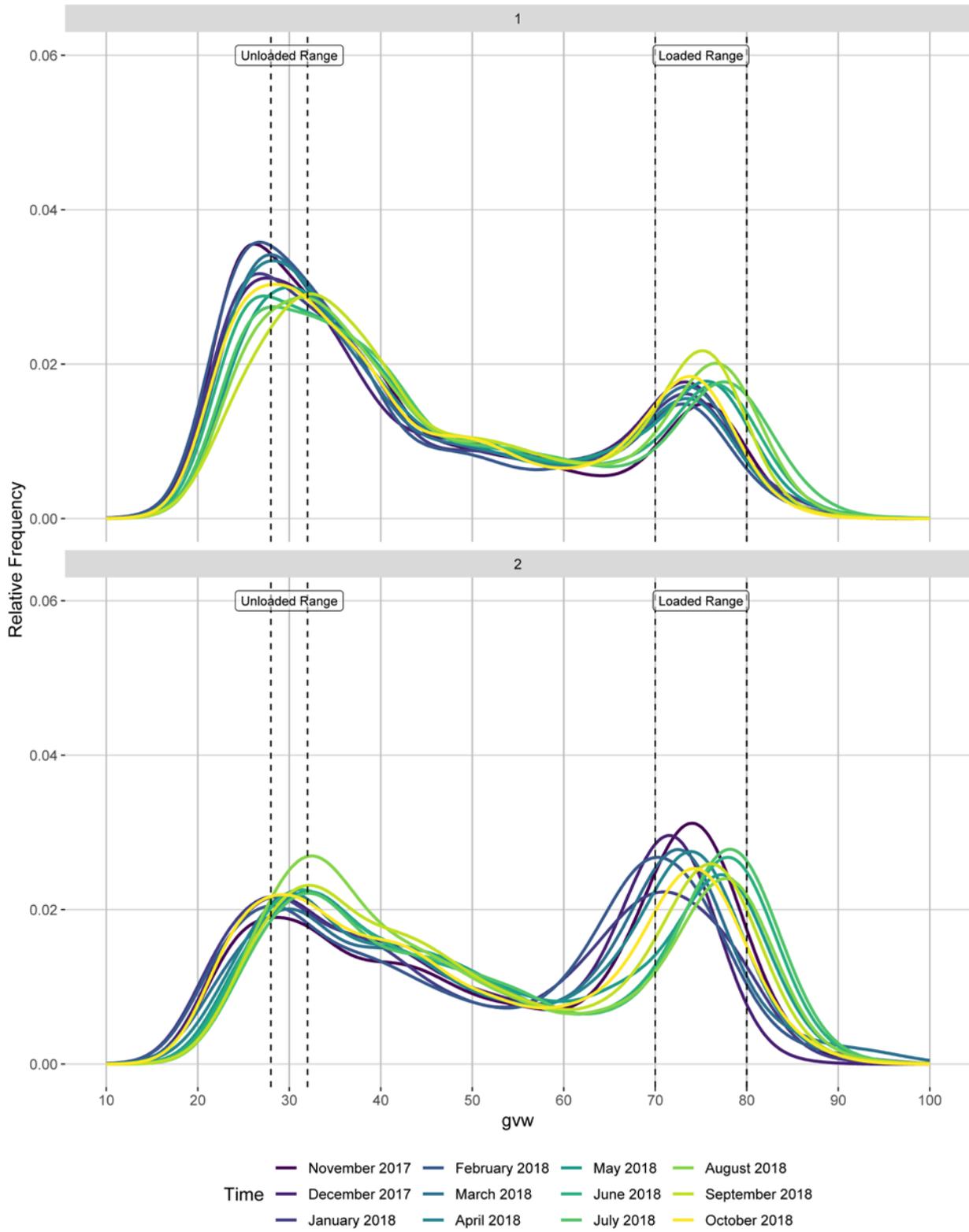
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

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.

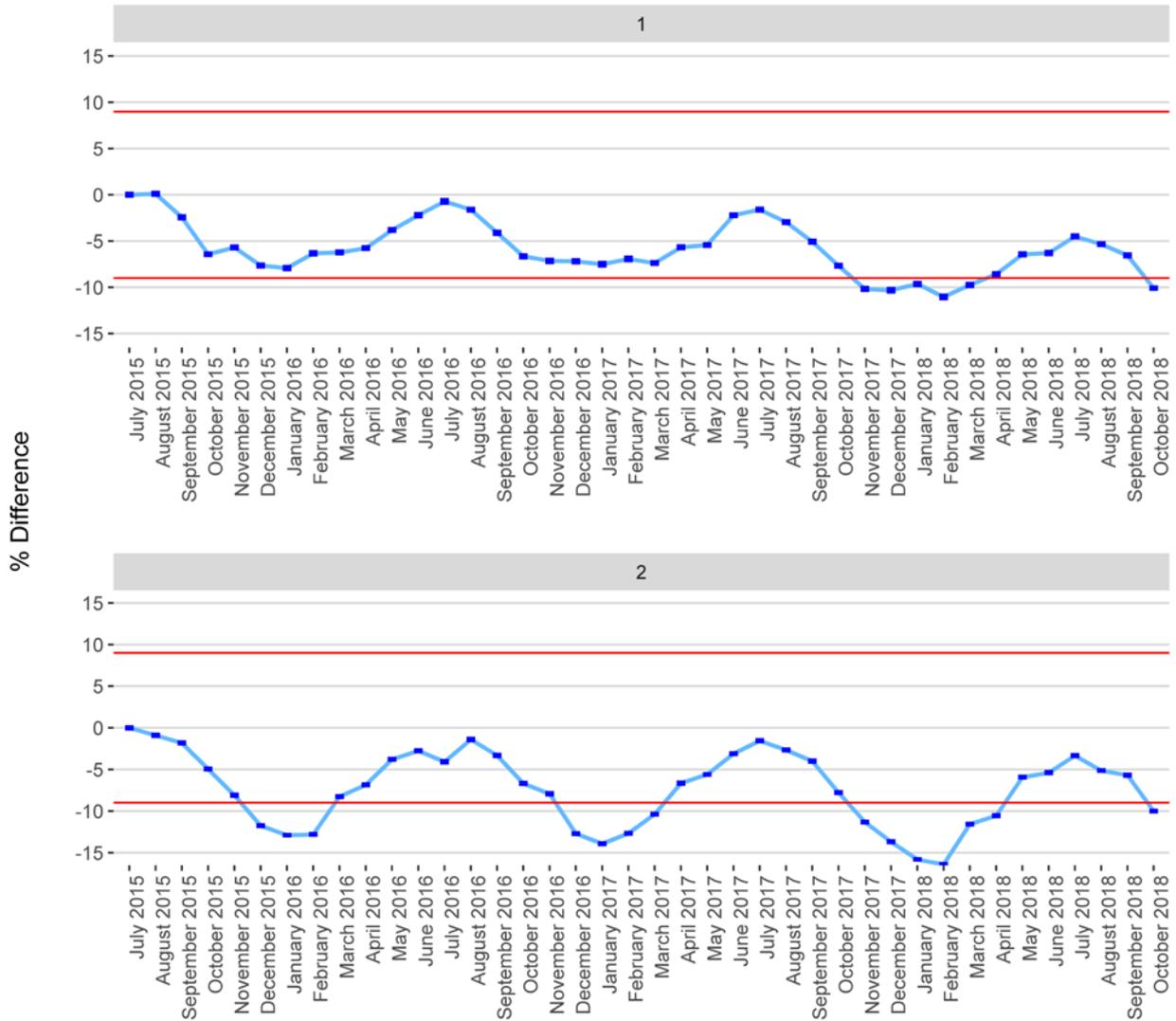
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Figure 1 - Monthly Class 9 GWW Histogram



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

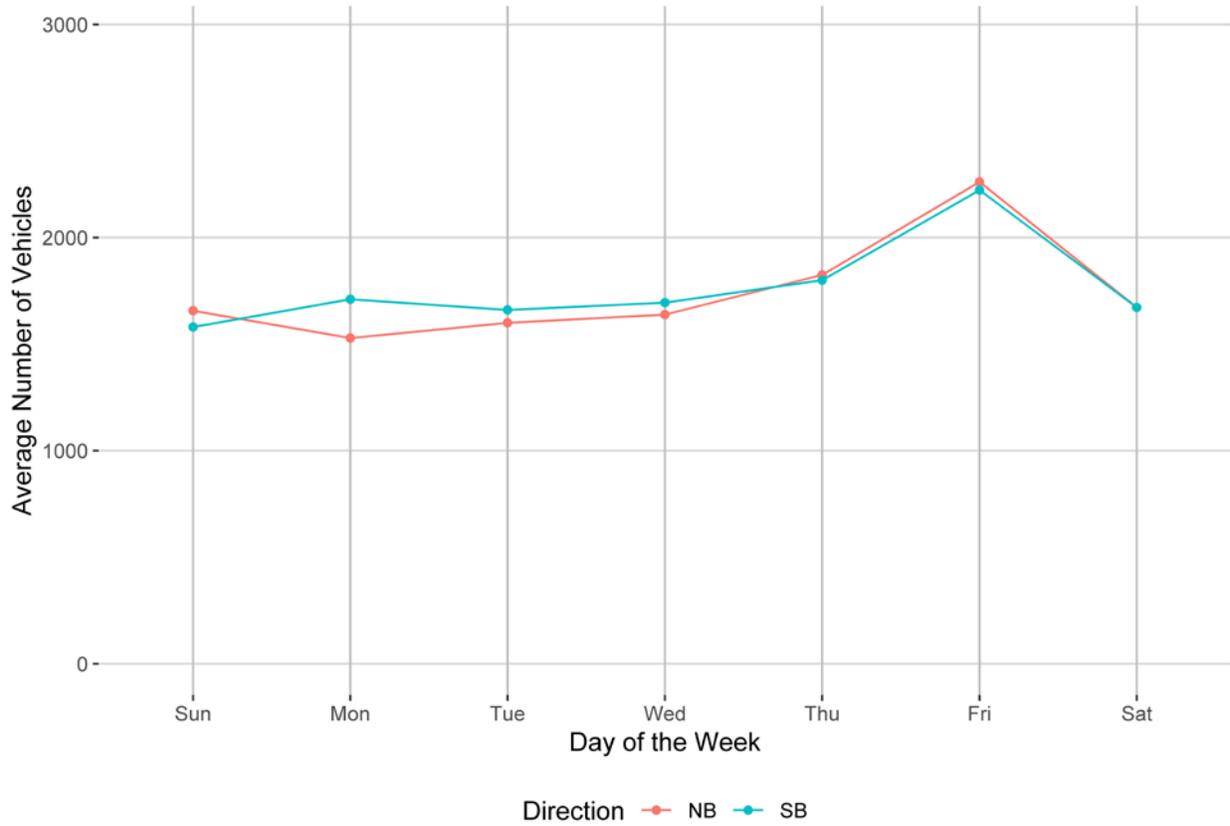


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

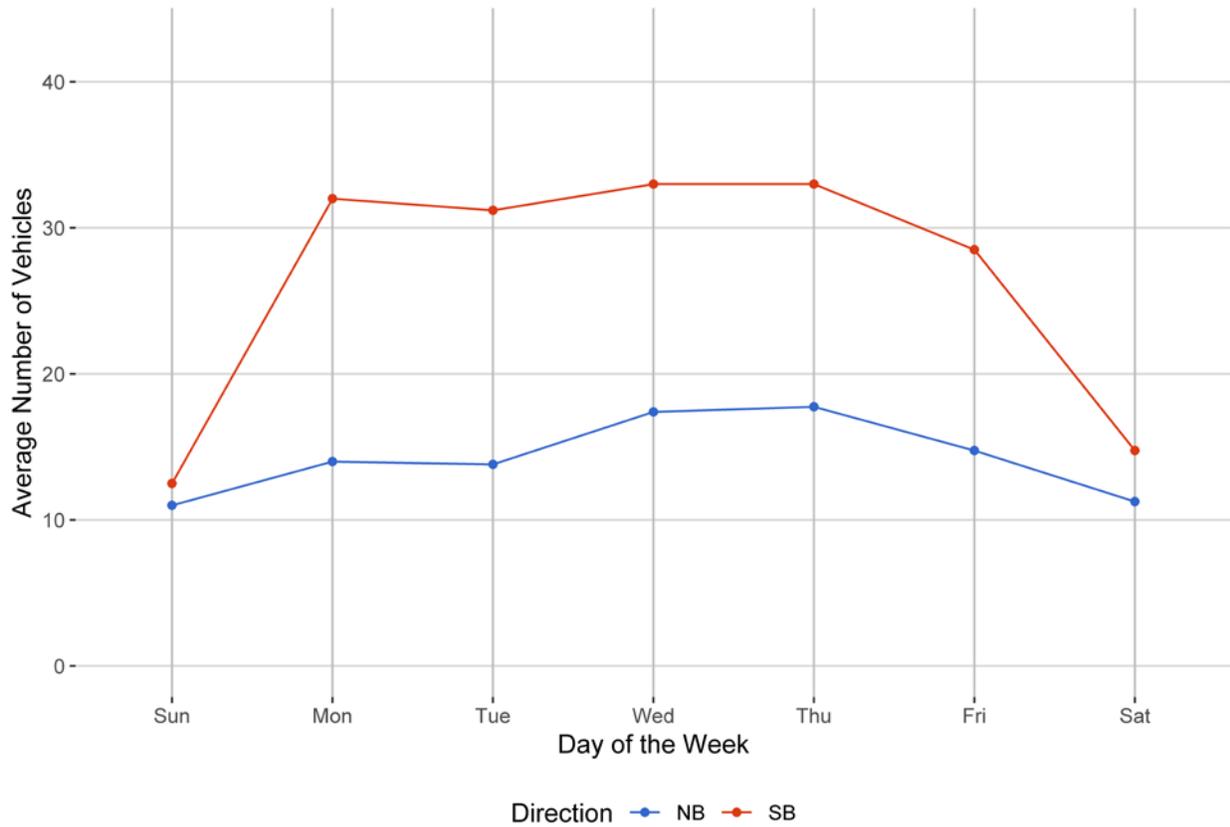


Figure 4 - Passenger Vehicles vs. Hour of the Day

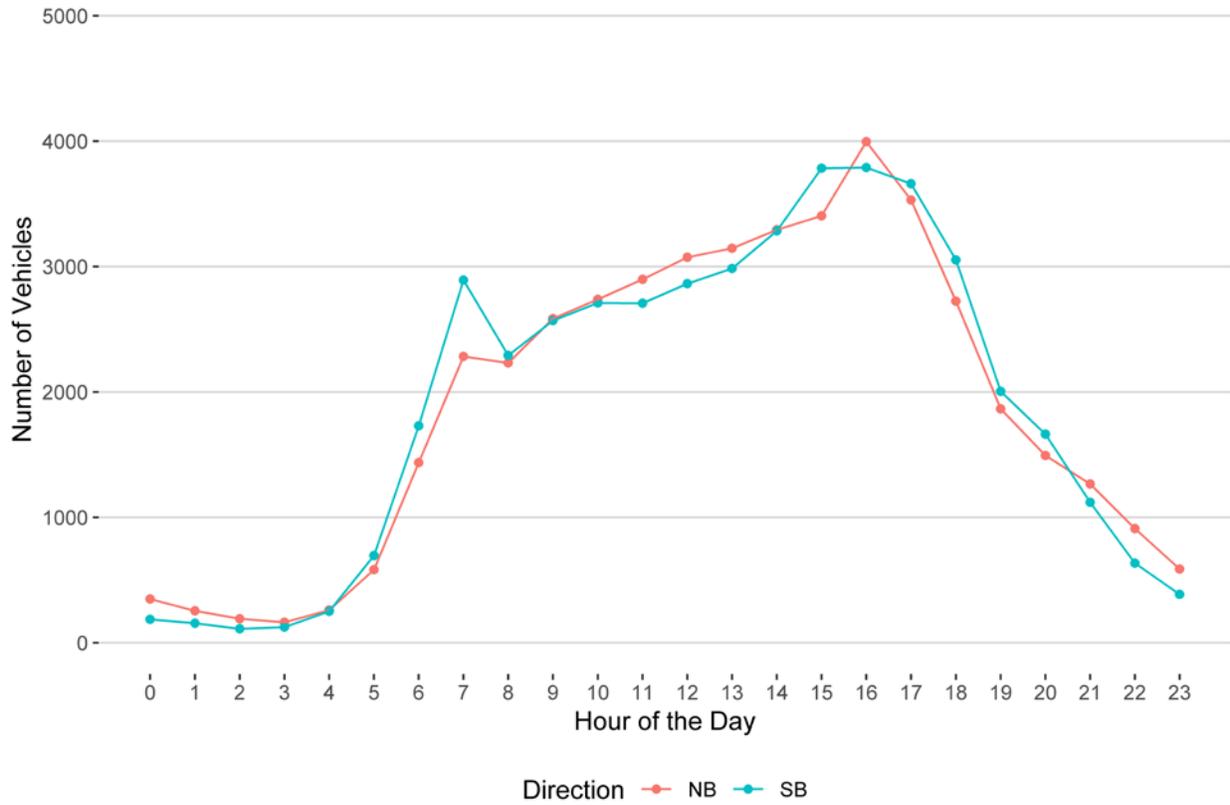


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

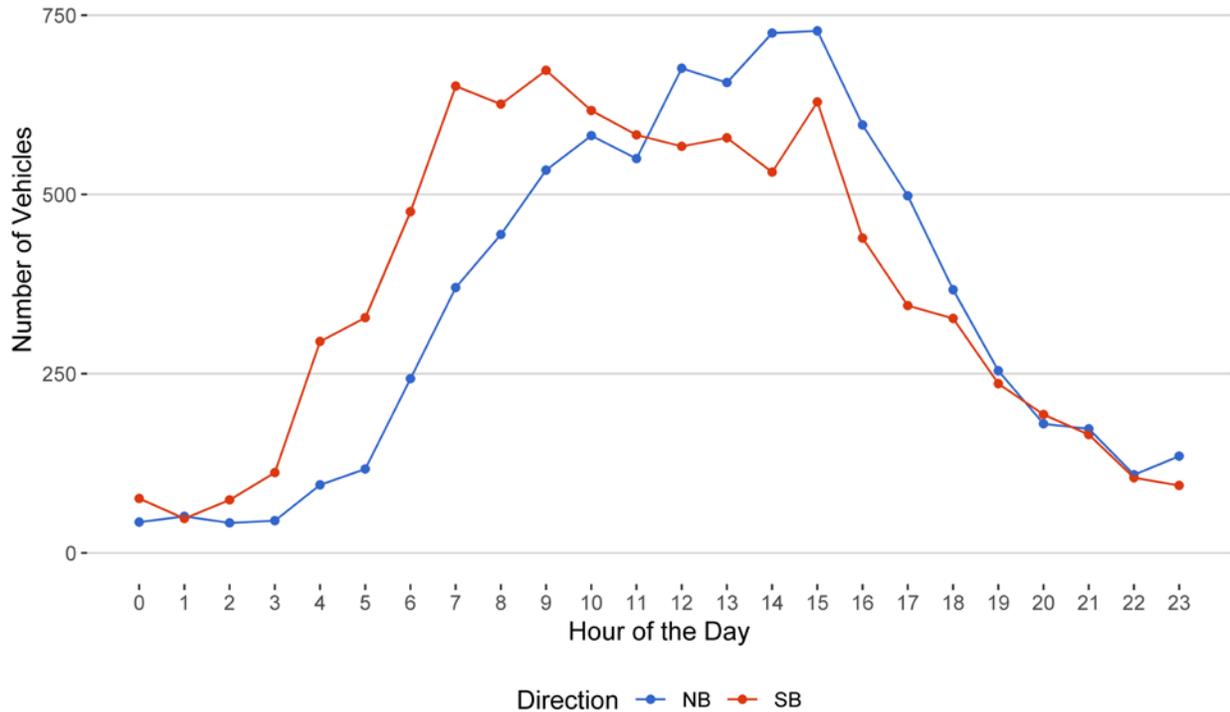




Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

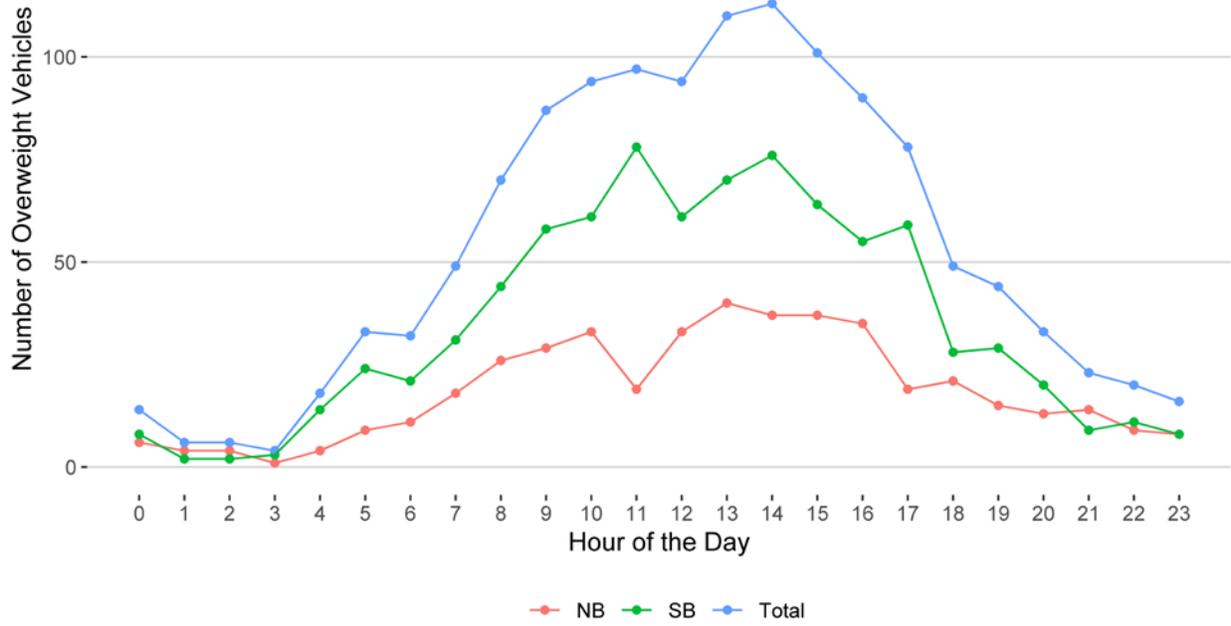
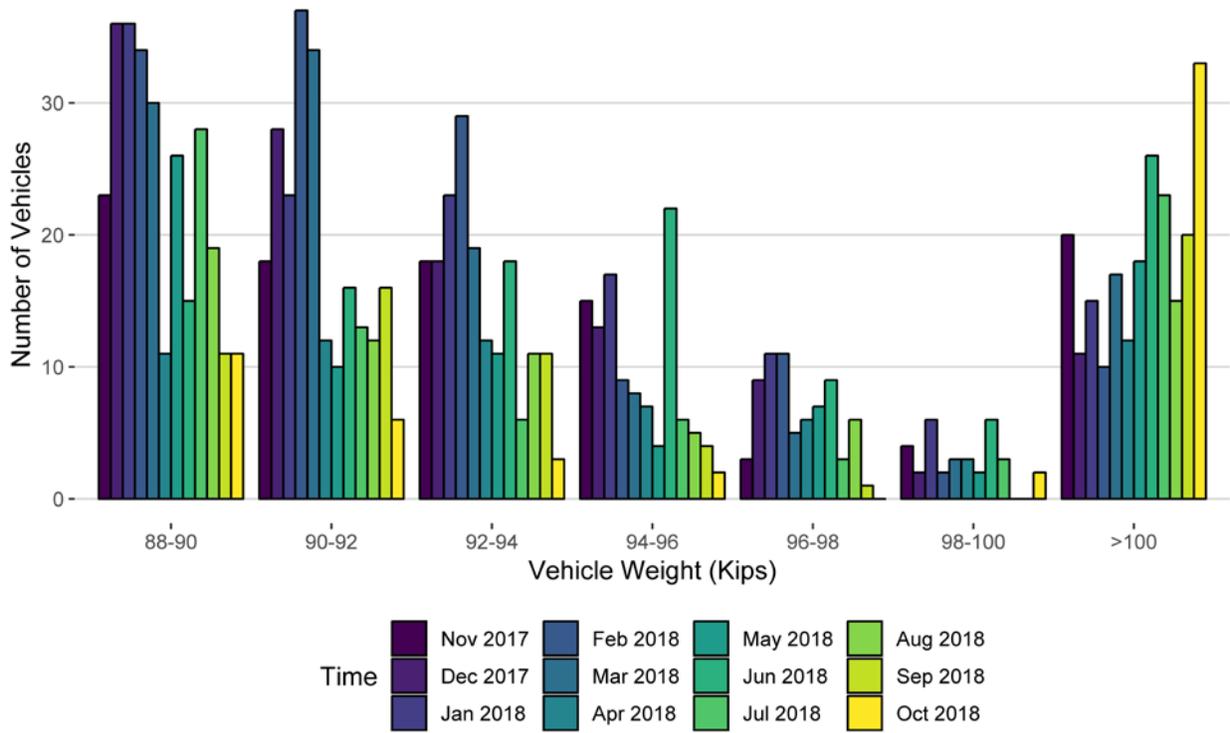
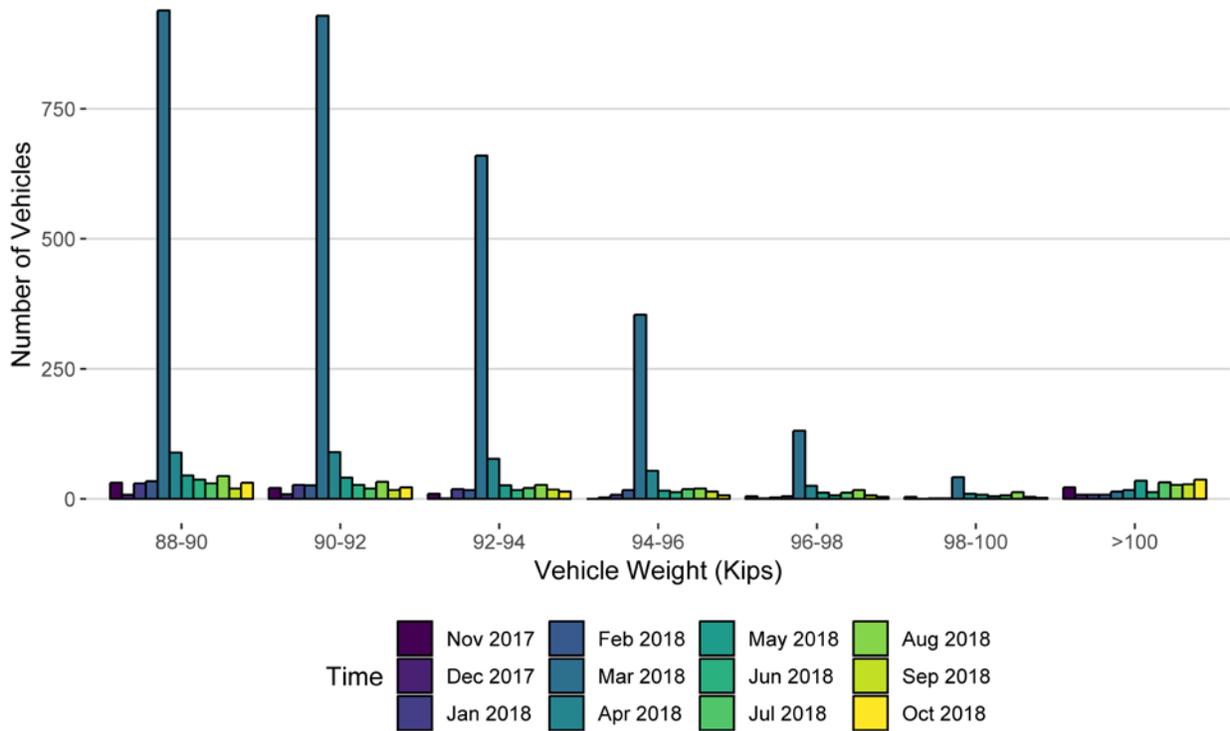


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018
88-90	23	36	36	34	30	11	26	15	28	19	11	11
90-92	18	28	23	37	34	12	10	16	13	12	16	6
92-94	18	18	23	29	19	12	11	18	6	11	11	3
94-96	15	13	17	9	8	7	4	22	6	5	4	2
96-98	3	9	11	11	5	6	7	9	3	6	1	0
98-100	4	2	6	2	3	3	2	6	3	0	0	2
>100	20	11	15	10	17	12	18	26	23	15	20	33
Total	101	117	131	132	116	63	78	112	82	68	63	57

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



Vehicle Weights (Kips)	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018
88-90	31	8	30	34	939	89	45	37	30	44	20	31
90-92	21	9	27	26	929	90	41	27	20	33	17	22
92-94	10	1	19	17	660	77	26	17	21	27	18	14
94-96	0	3	8	17	354	54	16	13	19	20	14	7
96-98	5	1	3	5	131	25	12	7	12	17	7	4
98-100	4	0	1	1	42	10	8	5	7	13	4	2
>100	22	8	8	8	14	17	35	13	32	27	28	37
Total	93	30	96	108	3069	362	183	119	141	181	108	117

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

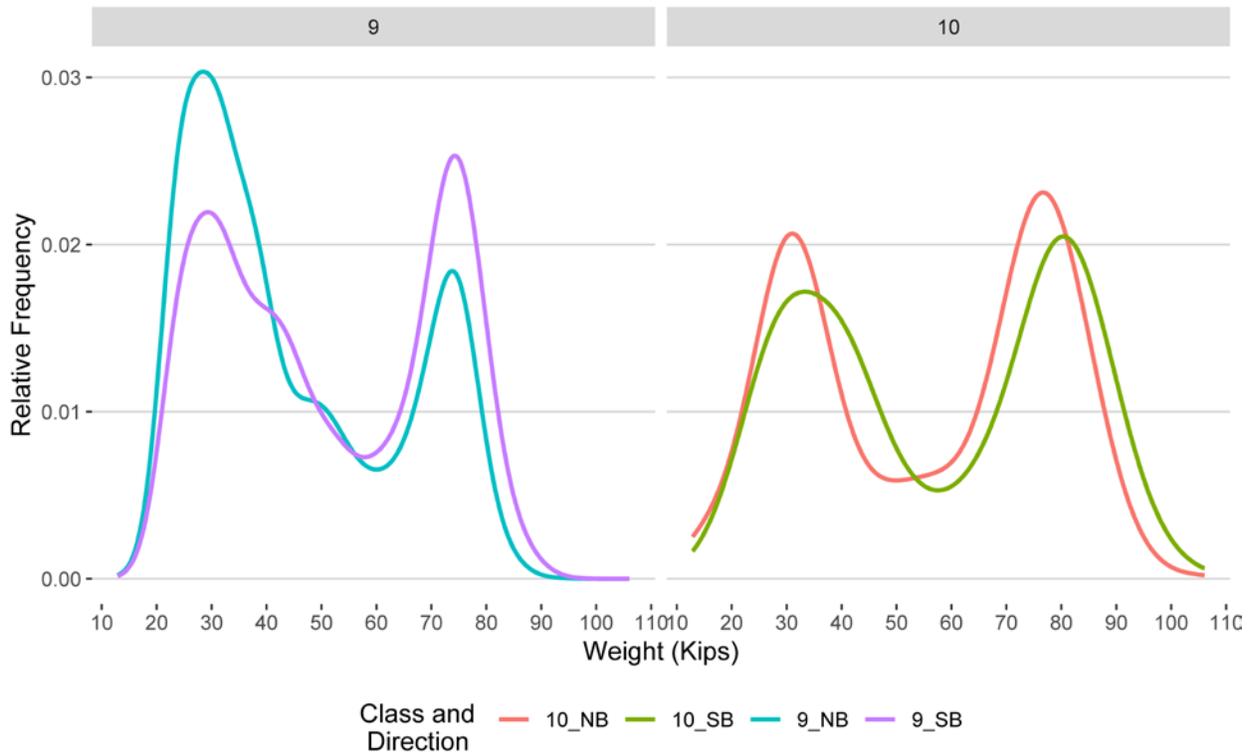


Figure 9 - Freight Percentage by Direction and Class

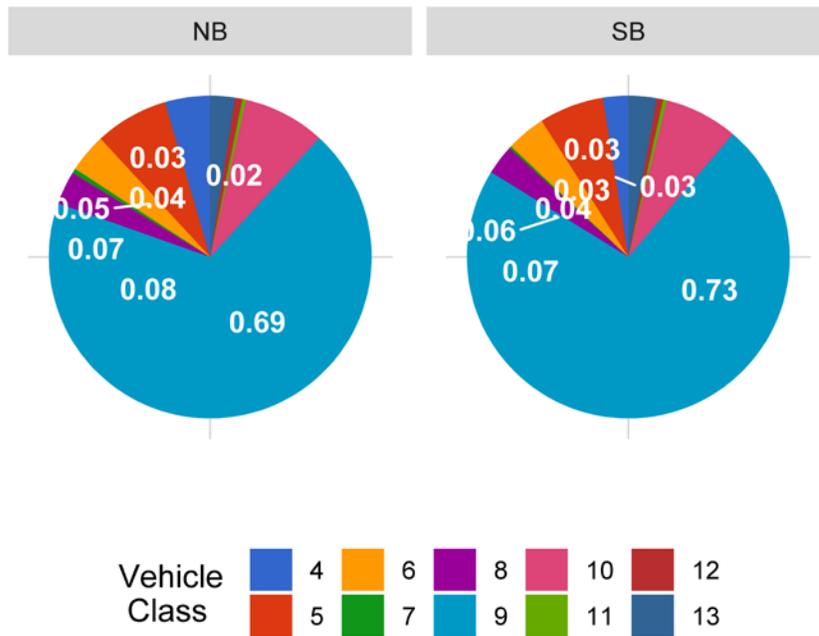


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

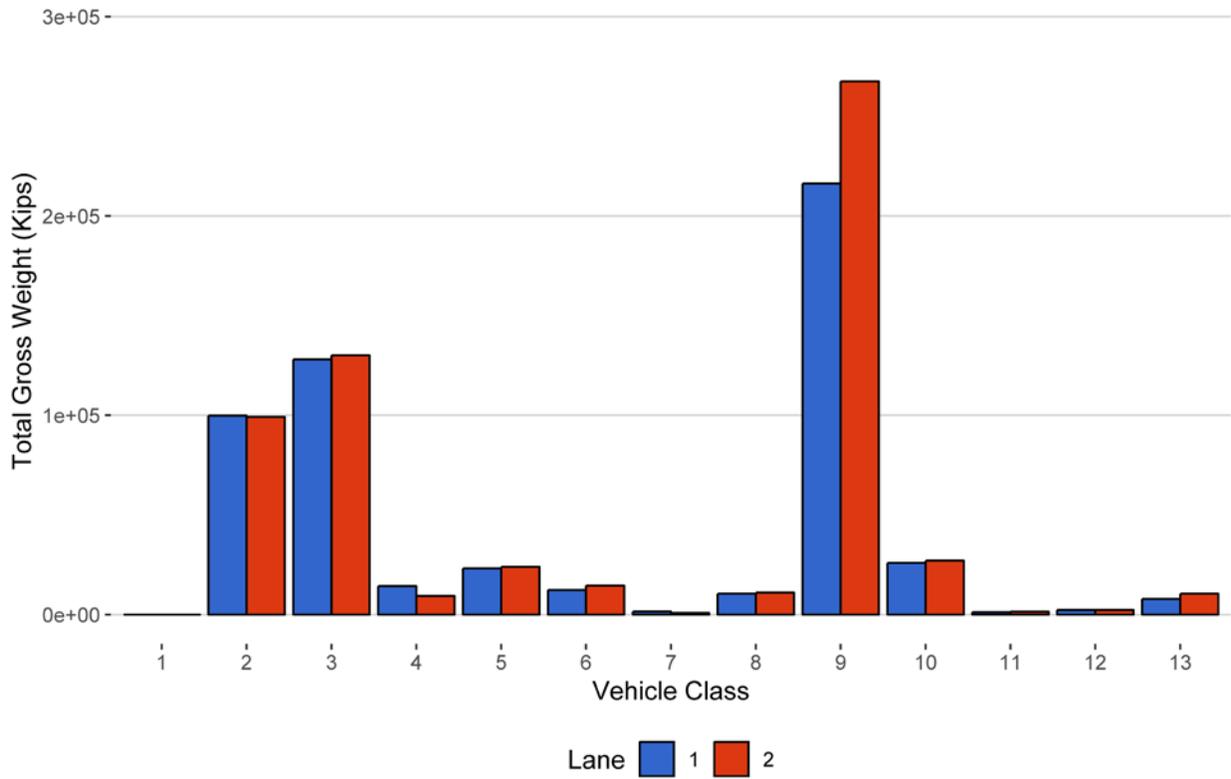


Figure 11 - Total Gross Vehicle Weight t

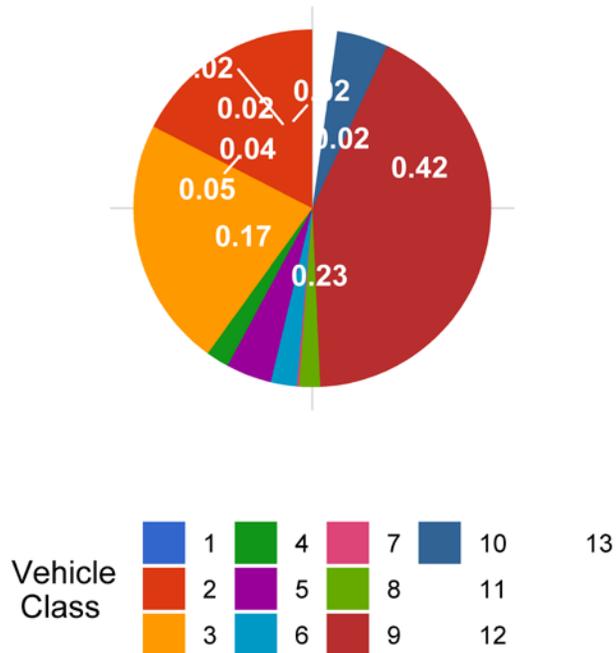


Figure 12 - Total ESALs by Class and Lane

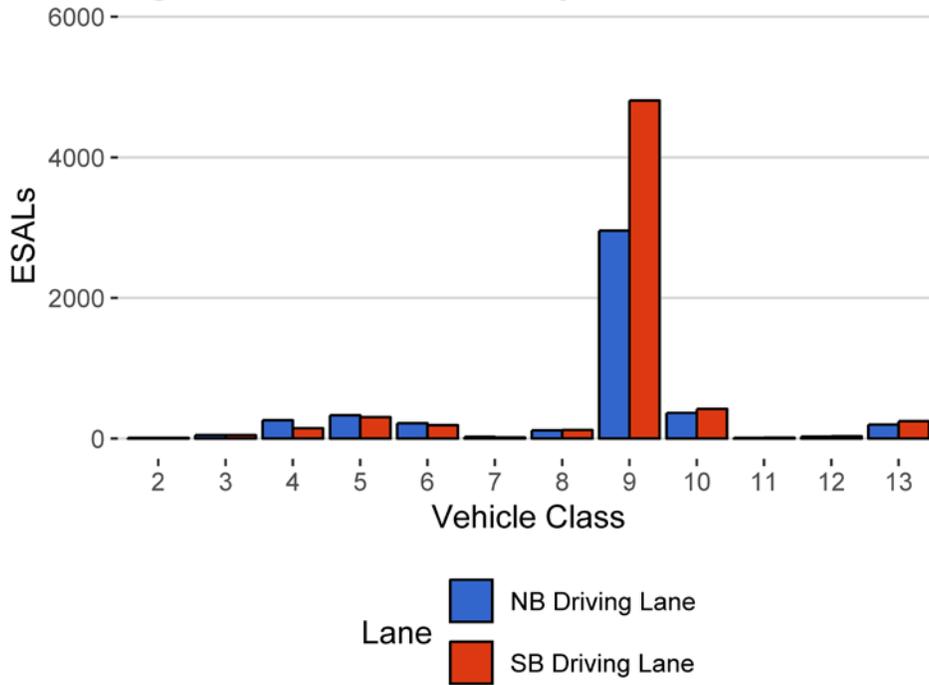
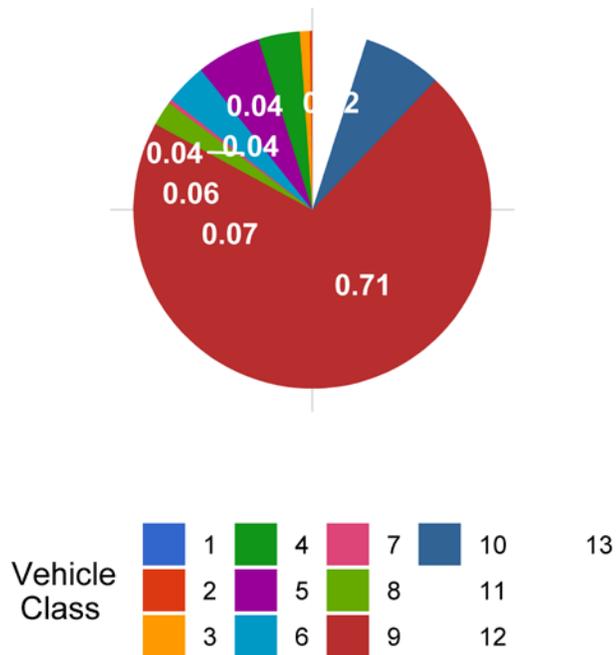


Figure 13 - ESALs by Class



**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>
July 2015	11.97	0.00	12.29	0.00
August 2015	11.98	0.10	12.18	-0.91
September 2015	11.67	-2.43	12.07	-1.82
October 2015	11.20	-6.43	11.68	-4.95
November 2015	11.28	-5.69	11.29	-8.10
December 2015	11.05	-7.65	10.84	-11.75
January 2016	11.02	-7.92	10.70	-12.91
February 2016	11.21	-6.33	10.71	-12.81
March 2016	11.22	-6.23	11.27	-8.26
April 2016	11.28	-5.77	11.45	-6.85
May 2016	11.51	-3.81	11.82	-3.79
June 2016	11.70	-2.21	11.95	-2.75
July 2016	11.88	-0.72	11.79	-4.08
August 2016	11.77	-1.61	12.12	-1.39
September 2016	11.47	-4.10	11.88	-3.32
October 2016	11.17	-6.65	11.47	-6.67
November 2016	11.11	-7.15	11.31	-7.94
December 2016	11.10	-7.19	10.73	-12.70
January 2017	11.07	-7.51	10.58	-13.92
February 2017	11.14	-6.94	10.73	-12.67
March 2017	11.08	-7.37	11.01	-10.37
April 2017	11.29	-5.67	11.47	-6.64
May 2017	11.32	-5.43	11.60	-5.59
June 2017	11.70	-2.21	11.91	-3.10
July 2017	11.77	-1.60	12.10	-1.55
August 2017	11.61	-2.96	11.96	-2.66
September 2017	11.36	-5.08	11.80	-4.01
October 2017	11.05	-7.67	11.33	-7.77
November 2017	10.75	-10.18	10.90	-11.32
December 2017	10.73	-10.32	10.61	-13.69
January 2018	10.81	-9.63	10.35	-15.81
February 2018	10.64	-11.04	10.27	-16.40
March 2018	10.80	-9.75	10.87	-11.58
April 2018	10.94	-8.59	10.99	-10.55
May 2018	11.19	-6.45	11.56	-5.93
June 2018	11.21	-6.30	11.63	-5.38
July 2018	11.43	-4.50	11.88	-3.33
August 2018	11.33	-5.34	11.66	-5.13
September 2018	11.18	-6.55	11.59	-5.68

October 2018	10.76	-10.10	11.06	-10.01
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**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	1629	50514	46.6	0	0
3	1316	40785	37.6	0	0
4	25	766	0.7	17	1.3
5	104	3239	3	47	3.7
6	31	953	0.9	41	3.2
7	1	42	0	9	0.7
8	24	754	0.7	14	1.1
9	323	10026	9.3	792	62.3
10	30	937	0.9	192	15.1
11	2	62	0.1	0	0
12	3	78	0.1	15	1.2
13	6	188	0.2	145	11.4
<b>TOTAL</b>	<b>3495</b>	<b>108346</b>	<b>100</b>	<b>1272</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>
2018-10-16	Tuesday	22:56:11	10	NB	1	118.07
2018-10-31	Wednesday	22:49:49	10	NB	1	113.38
2018-10-04	Thursday	13:47:33	10	NB	1	106.06
2018-10-18	Thursday	18:06:00	10	SB	2	105.65
2018-10-12	Friday	03:19:37	10	NB	1	101.41
2018-10-01	Monday	12:31:19	9	NB	1	100.69
2018-10-23	Tuesday	09:00:51	10	SB	2	99.21
2018-10-23	Tuesday	08:45:40	10	SB	2	97.97
2018-10-22	Monday	10:07:43	10	SB	2	96.45
2018-10-19	Friday	15:16:21	10	SB	2	96.01

**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	422	50	11.8	13653	626	4036
5	NB	8	1581	147	9.3	22132	1062	5330
6	NB	19	400	70	17.5	11128	1186	2429
7	NB	11.5	27	0	0	1503	0	596
8	NB	31	371	235	63.3	5102	5384	443
9	NB	33	4797	1814	37.8	167123	49150	34342
10	NB	33.5	465	150	32.3	21646	4262	5547
11	NB	36.5	28	3	10.7	1102	87	95
12	NB	36.5	41	3	7.3	2204	83	408
13	NB	31.5	82	1	1.2	7774	28	2611
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>8214</b>	<b>2473</b>	<b>****</b>	<b>253368</b>	<b>****</b>	<b>55838</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	341	54	15.8	8647	677	2171
5	SB	8	1646	189	11.5	22548	1389	5446
6	SB	19	550	112	20.4	12655	1869	2167
7	SB	11.5	15	0	0	833	0	330
8	SB	31	380	212	55.8	6411	4618	601
9	SB	33	5192	1373	26.4	230145	37382	52059
10	SB	33.5	469	109	23.2	24106	3013	6023
11	SB	36.5	34	10	29.4	1190	238	157
12	SB	36.5	37	6	16.2	2128	169	498
13	SB	31.5	105	0	0	10455	0	3574
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>8769</b>	<b>2065</b>	<b>****</b>	<b>319117</b>	<b>****</b>	<b>73026</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>16983</b>	<b>4538</b>	<b>390</b>	<b>572485</b>	<b>111224</b>	<b>128864</b>

**Table 5 Gross Vehicle Weight by Class and Lane**

<i>Vehicle Class</i>	<i>NB</i>	<i>SB</i>	<i>Total</i>	<i>Percentage</i>
1	1	0	1	0
2	99779	99120	198899	17.4
3	128068	130117	258185	22.6
4	14279	9323	23602	2.1
5	23195	23937	47131	4.1
6	12315	14525	26839	2.4
7	1503	833	2336	0.2
8	10486	11029	21515	1.9
9	216273	267527	483800	42.4
10	25908	27119	53027	4.6
11	1189	1427	2616	0.2
12	2287	2297	4584	0.4
13	7802	10455	18257	1.6
<b>TOTAL</b>	<b>543084</b>	<b>597709</b>	<b>1140793</b>	<b>100</b>
<b>GVW/LANE</b>	<b>47.61</b>	<b>52.39</b>	<b>100</b>	<b>0.01</b>

**Table 6 ESALs by Class and Lane and Flexible ESAL Factors**

<i>Vehicle Class</i>	<i>NB</i>	<i>SB</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0.5
2	12	12	23	0.2	0.001
3	50	50	100	0.9	0.005
4	263	148	411	3.8	1.08
5	332	307	639	5.8	0.4
6	218	192	410	3.7	0.87
7	25	16	42	0.4	1.85
8	120	124	244	2.2	0.66
9	2958	4807	7765	70.8	1.56
10	365	424	789	7.2	1.69
11	11	16	28	0.2	0.91
12	27	35	62	0.6	1.52
13	201	250	450	4.1	4.59
<b>TOTAL</b>	<b>4581</b>	<b>6381</b>	<b>10962</b>	<b>100</b>	<b>16</b>
<b>ESALS/LANE</b>	<b>41.8</b>	<b>58.2</b>	<b>100</b>	-	-

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

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCADT</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>
Nov 2017	98568	3286	494	83733	84.9	14834.6	15.1
Dec 2017	91321	2946	385	79385	86.9	11936.2	13.1
Jan 2018	84152	2715	413	71364	84.8	12787.5	15.2
Feb 2018	77105	2754	435	64926	84.2	12178.7	15.8
Mar 2018	95909	3094	558	78620	82	17289.4	18
Apr 2018	89350	2978	453	75774	84.8	13576.4	15.2
May 2018	108754	3508	506	93068	85.6	15686.4	14.4
Jun 2018	109507	3650	512	94154	86	15353	14
Jul 2018	113876	3673	505	98216	86.2	15660.3	13.8
Aug 2018	116576	3760	558	99287	85.2	17289.3	14.8
Sep 2018	104355	3478	463	90479	86.7	13875.8	13.3
Oct 2018	108346	3495	550	91301	84.3	17045.5	15.7
<b>TOTAL</b>	<b>1197819</b>	<b>-</b>	<b>-</b>	<b>1020307</b>	<b>-</b>	<b>177513</b>	<b>-</b>
<b>AVERAGE</b>	<b>99818</b>	<b>3278</b>	<b>486</b>	<b>85026</b>	<b>85</b>	<b>14793</b>	<b>15</b>

## ESALS

<i>Month</i>	<i>ESALS NB Driving Lane</i>	<i>ESALS SB Driving Lane</i>	<i>Total ESALS</i>	<i>Pavement Life Decrease Months</i>
Nov 2017	3611	7436	11047	2.9
Dec 2017	3215	4055	7270	0.5
Jan 2018	3494	4778	8272	7.6
Feb 2018	3112	5050	8161	10.4
Mar 2018	3482	11316	14797	11.2
Apr 2018	3398	6249	9647	12.1
May 2018	4723	6847	11571	12.2
Jun 2018	4981	6868	11848	6.4
Jul 2018	5036	6999	12035	7.3
Aug 2018	5266	6869	12135	11
Sep 2018	4097	5652	9749	5.7
Oct 2018	4788	6405	11193	3.8
<b>TOTAL</b>	<b>49203</b>	-	-	-
<b>AVERAGE</b>	<b>4100</b>	<b>6544</b>	<b>10644</b>	<b>8</b>

## Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Nov 2017	410686	456795	867481
Dec 2017	380931	430105	811036
Jan 2018	433134	867894	1301027
Feb 2018	422404	531030	953434
Mar 2018	542896	581854	1124749
Apr 2018	559697	574474	1134172
May 2018	558833	625054	1183887
Jun 2018	583793	652111	1235903
Jul 2018	502142	546473	1048616
Aug 2018	543677	598248	1141925
Sep 2018	472927	566640	1039567
Oct 2018	417109	450095	867205
<b>TOTAL</b>	<b>5828227</b>	<b>6880772</b>	<b>12709000</b>
<b>AVERAGE</b>	<b>485686</b>	<b>573398</b>	<b>1059083</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>
Nov 2017	1341	1.4	9	196	52
Dec 2017	773	0.8	6.5	148	22
Jan 2018	1134	1.4	8.9	227	30
Feb 2018	1021	1.3	8.4	241	22
Mar 2018	5264	5.5	30.5	3187	77
Apr 2018	1526	1.7	11.3	426	43
May 2018	1598	1.5	10.2	263	65
Jun 2018	1723	1.6	11.3	233	51
Jul 2018	1960	1.7	12.5	223	65
Aug 2018	1779	1.5	10.3	252	57
Sep 2018	1177	1.1	8.5	171	52
Oct 2018	1281	1.2	7.5	177	77
<b>TOTAL</b>	<b>20577</b>	<b>-</b>	<b>-</b>	<b>5744</b>	<b>613</b>
<b>AVERAGE</b>	<b>1714.8</b>	<b>1.7</b>	<b>11.2</b>	<b>478.7</b>	<b>51.1</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>
Nov 2017	43921	72755	116676	37.6	62.4
Dec 2017	39190	50579	89769	43.7	56.3
Jan 2018	42006	57239	99245	42.3	57.7
Feb 2018	36931	56998	93928	39.3	60.7
Mar 2018	42014	184856	226871	18.5	81.5
Apr 2018	39020	76169	115188	33.9	66.1
May 2018	54882	70343	125225	43.8	56.2
Jun 2018	58453	65552	124005	47.1	52.9
Jul 2018	56615	72870	129484	43.7	56.3
Aug 2018	60703	72416	133119	45.6	54.4
Sep 2018	49651	61569	111220	44.6	55.4
Oct 2018	55838	73026	128864	43.3	56.7
<b>TOTAL</b>	<b>579224</b>	<b>914372</b>	<b>1493596</b>	-	-
<b>AVERAGE</b>	<b>48268.7</b>	<b>76197.6</b>	<b>124466.3</b>	<b>40.3</b>	<b>59.7</b>