

JUNE 2019



**WIM #38
I-535, MP 1.1
DULUTH, MN**

**MONTHLY
REPORT**



Your Destination... Our Priority



WIM Site Location

WIM #38 is located on I-535 near Duluth in St Louis county.

System Operation

WIM #38 was operational for the entire month of June 2019. Volume was computed using all monthly data.

System Calibration

WIM #38 was most recently calibrated on 2017-01-23. 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: 1065465 | Passenger Vehicles: 1006926 | Heavy Commercial Vehicles: 58539

Monthly Average Daily Traffic (MADT): 35516 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1951

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 Saturdays. SB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays (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 58539 HCVs, 2485 of them were overweight ³. These overweight HCVs contributed to 0.2% of total monthly volume, and 4.4% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Thursdays, with lowest volumes reported on Sundays. See Figure 3 . The top two overweight violators by class were the class 9 and class 6 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 53.7% 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 August.

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 ,34 NB vehicles exceeded 88,000 pounds (17 vehicles were Class 13's; 14 vehicles were Class 10's). Of vehicles traveling SB,

78 NB vehicles exceeded 88,000 pounds (42 vehicles were Class 10's; 28 vehicles were Class 13's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from June 2019.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in June 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 379067 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (53.3%) than NB (46.7%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 9030 (Blatnik Bridge) is approximately 1.1 miles south of WIM #38, and Bridge No. 69808 is 0.45 miles south of WIM #38. A pair of bridges also exists 0.4 miles north of WIM #38 (Bridge No. 69801C on the NB side and Bridge No. 69801N on the SB side). WIM #38 recorded a total of 1065465 vehicles with a combined GVW of 6435958 kips (1 kip = 1,000 pounds = 0.5 tons) in June 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 31595 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 51.7% of all ESALs were recorded SB while 48.3% was observed NB. In particular, 58% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 17% 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).

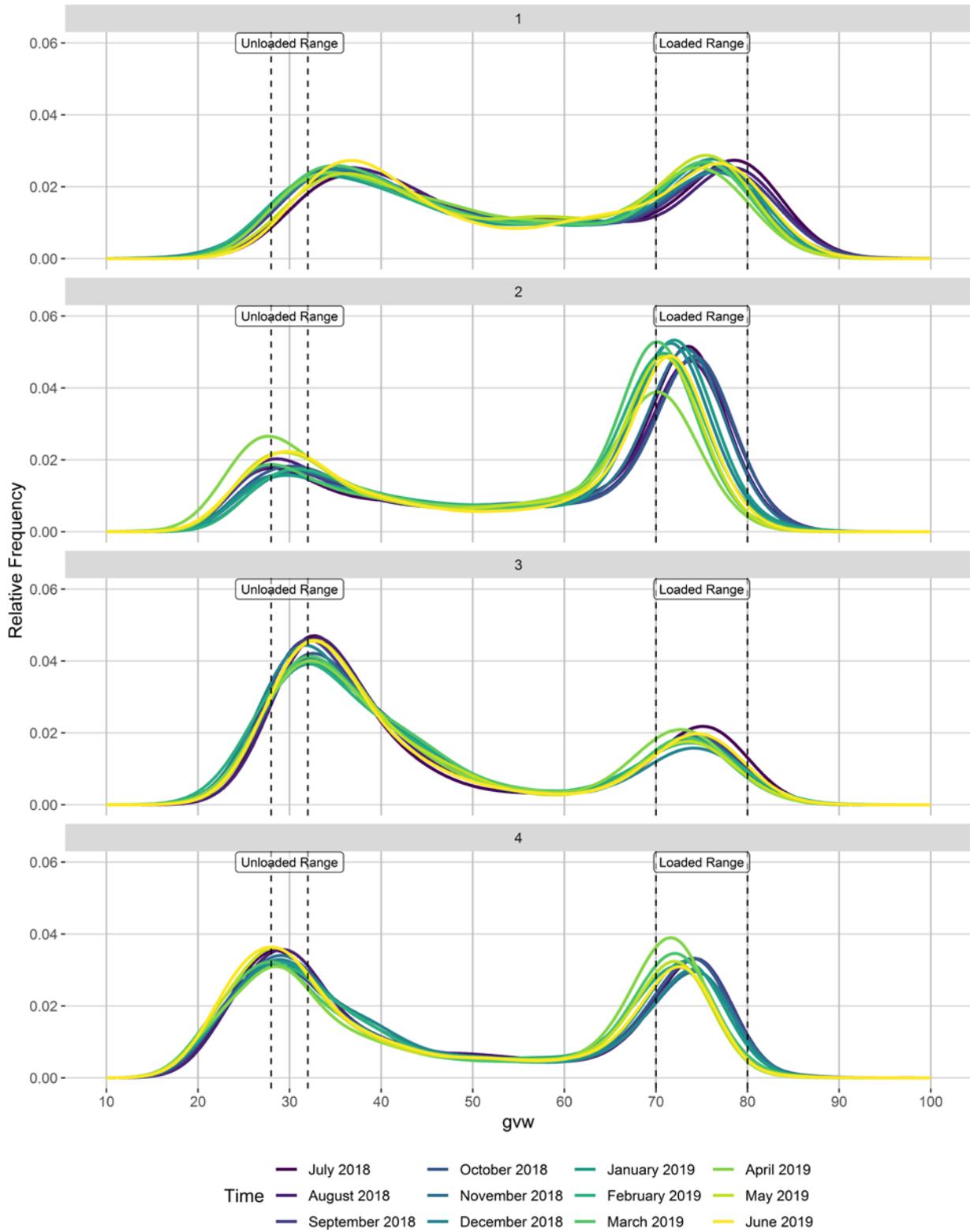
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

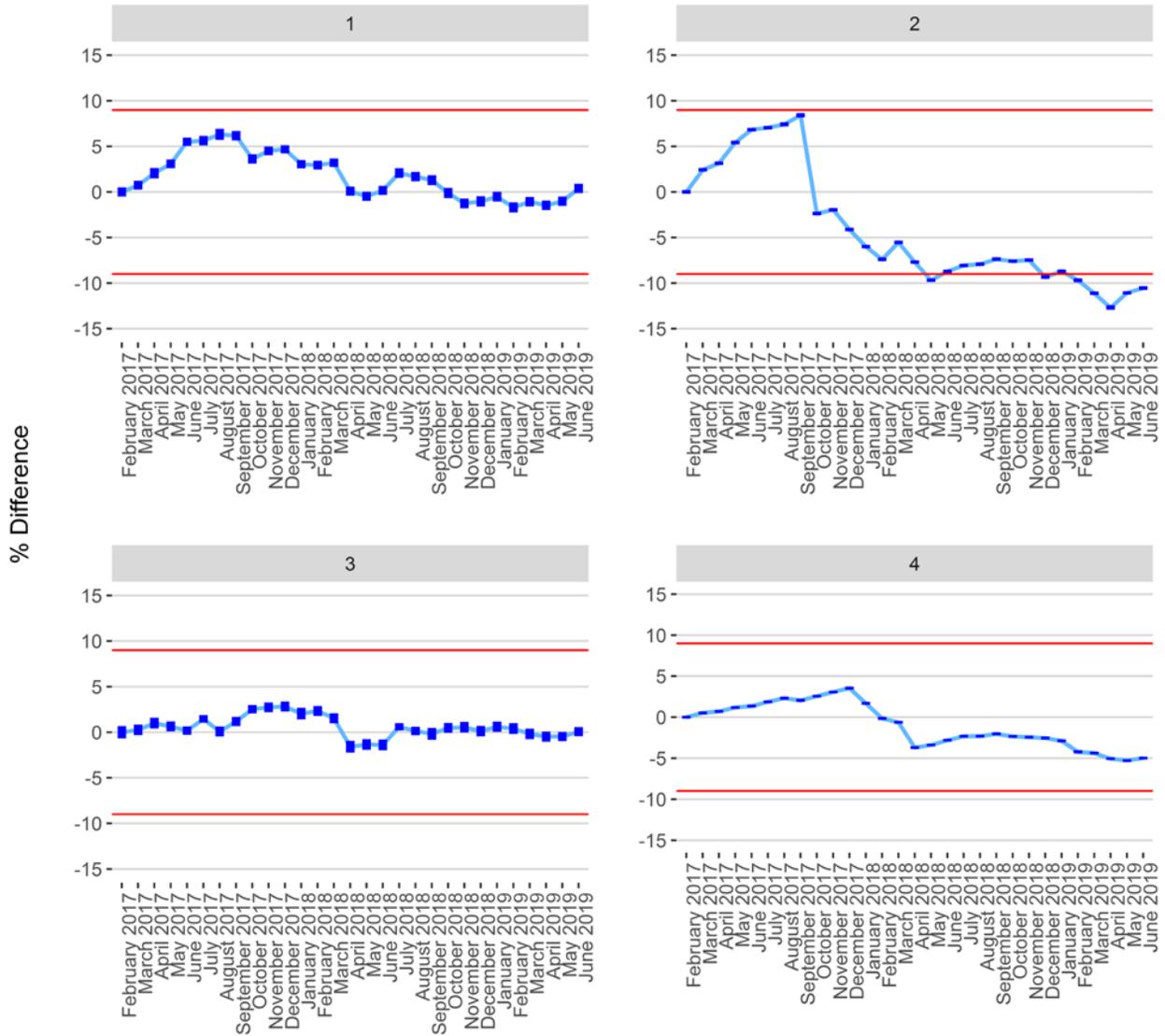
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

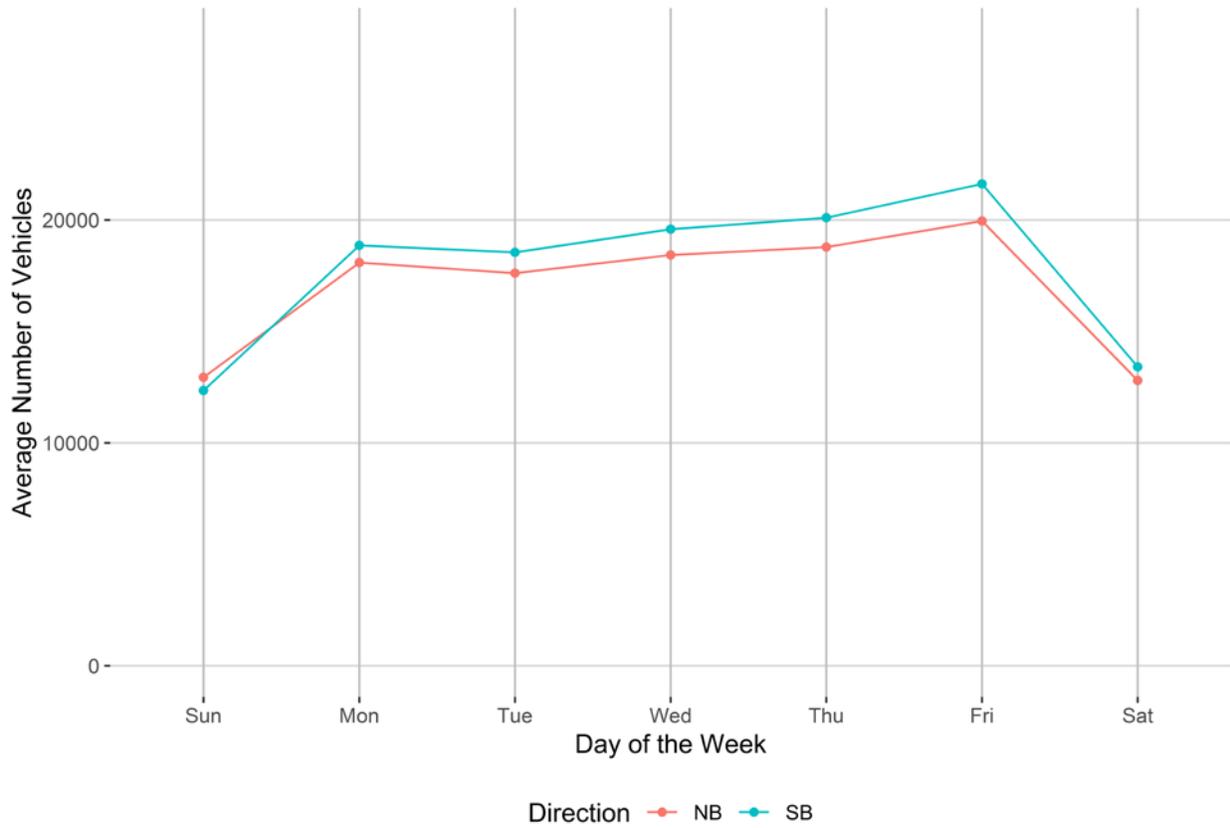


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

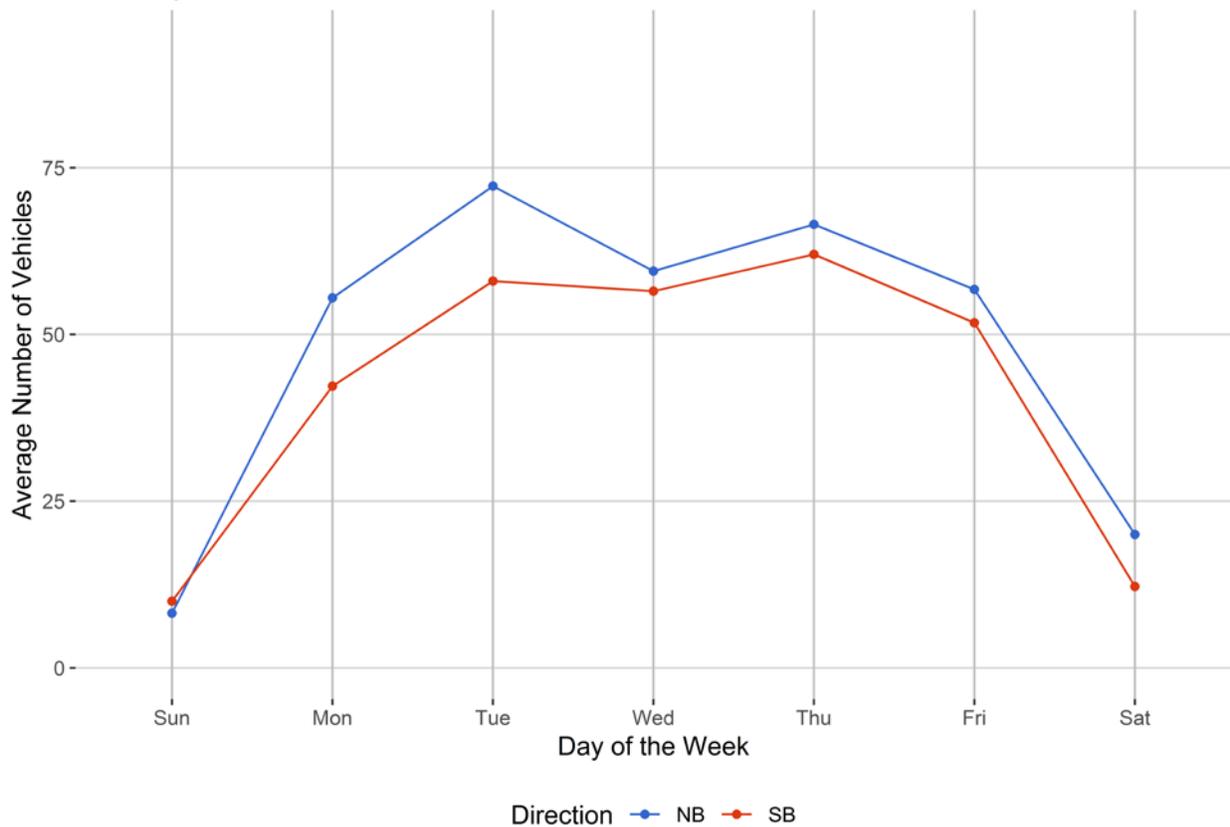


Figure 4 - Passenger Vehicles vs. Hour of the Day

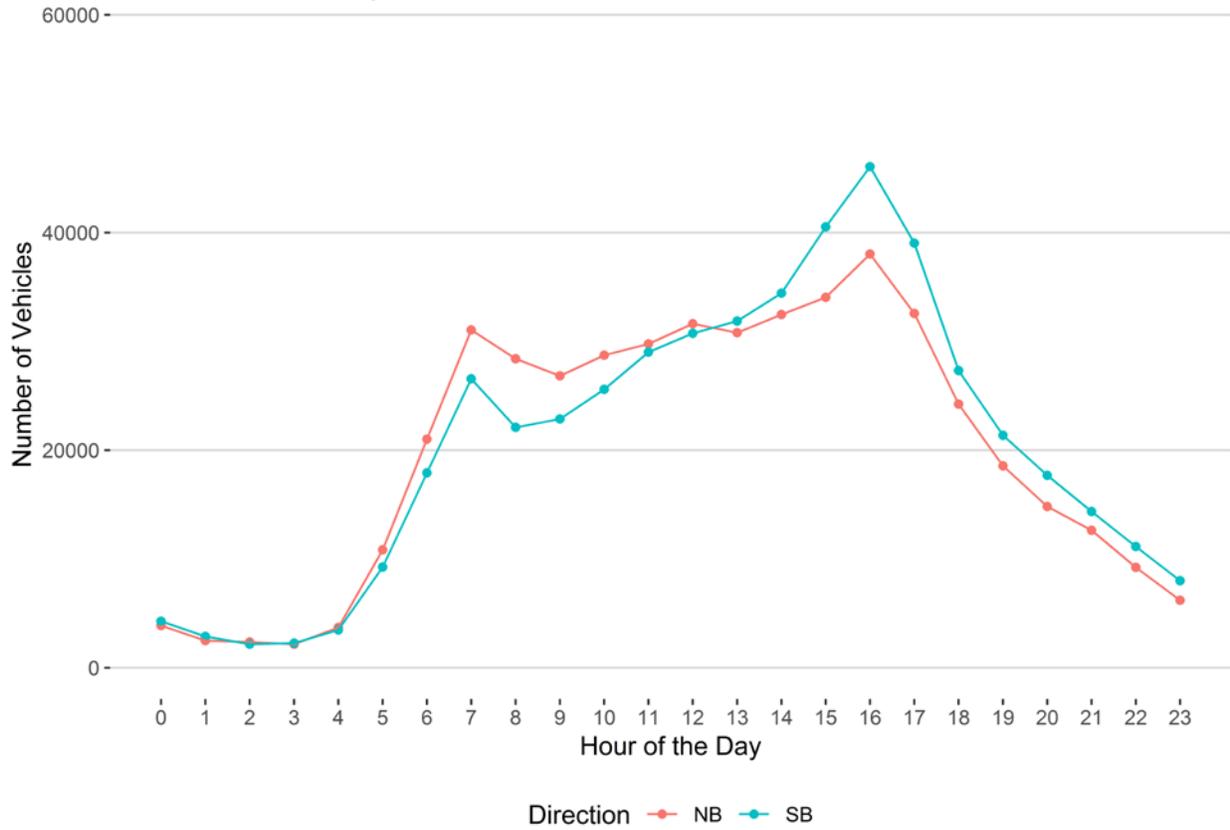


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

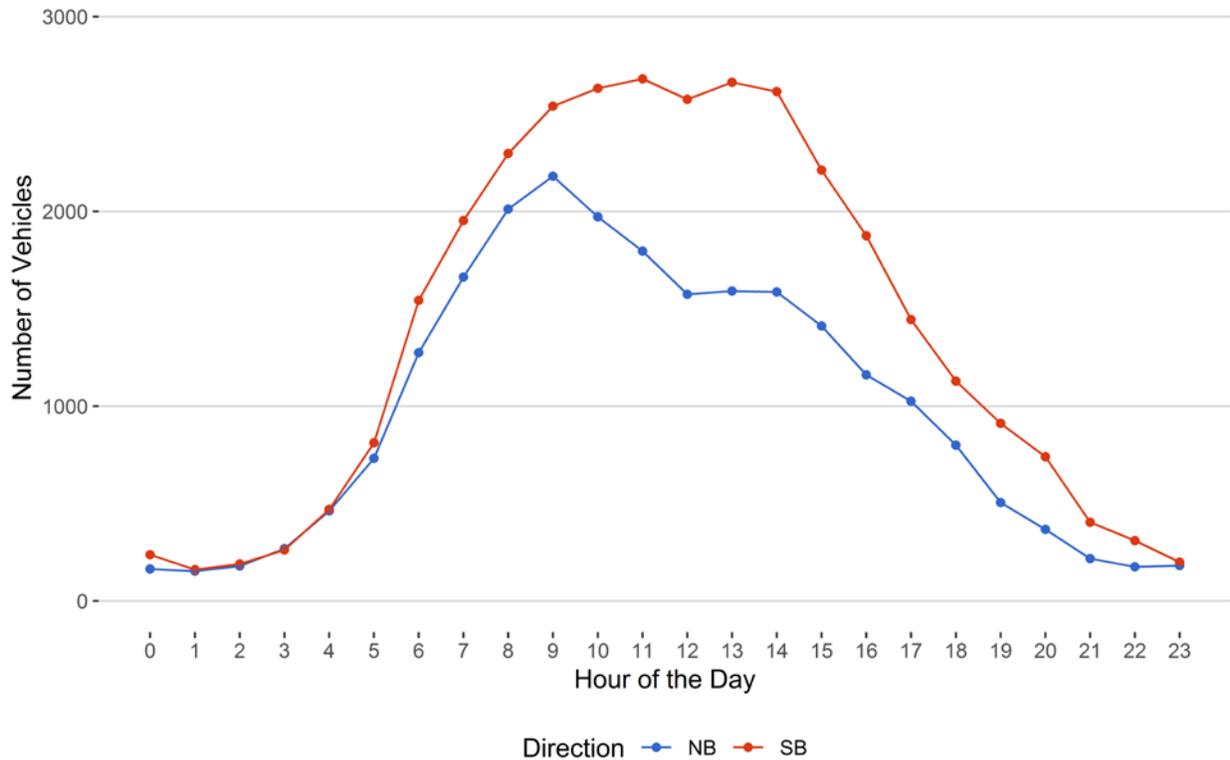


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

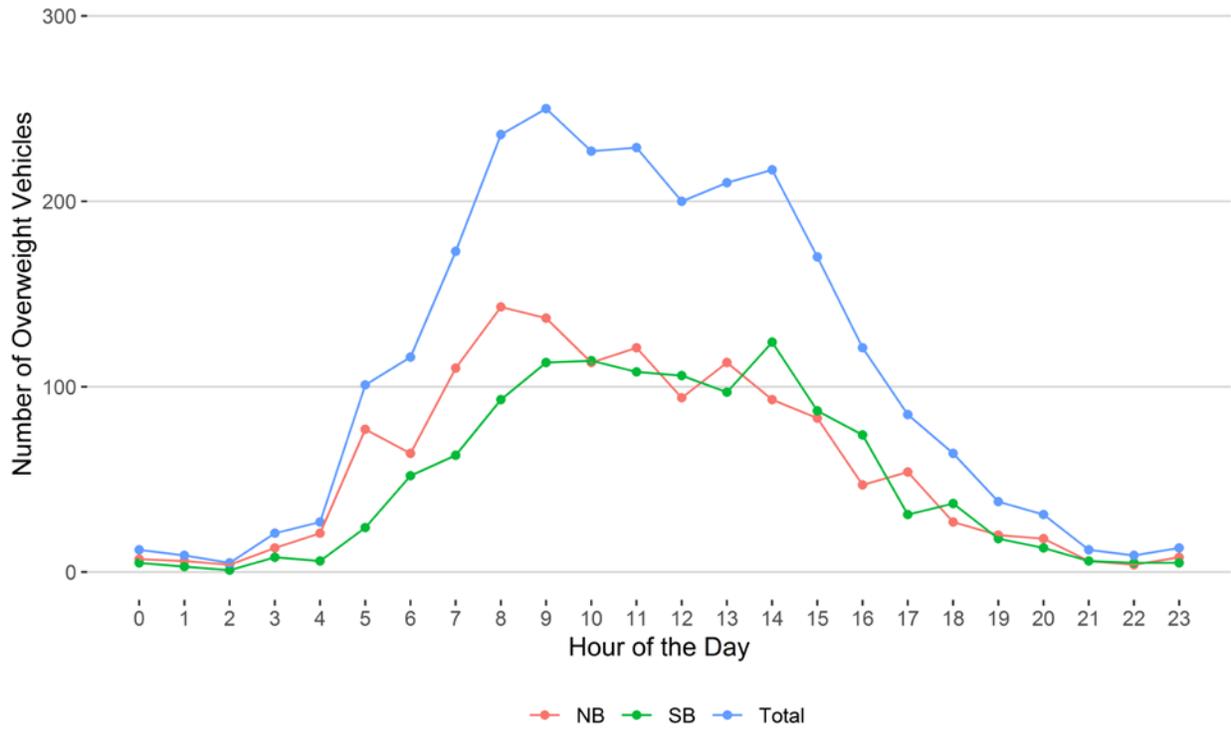
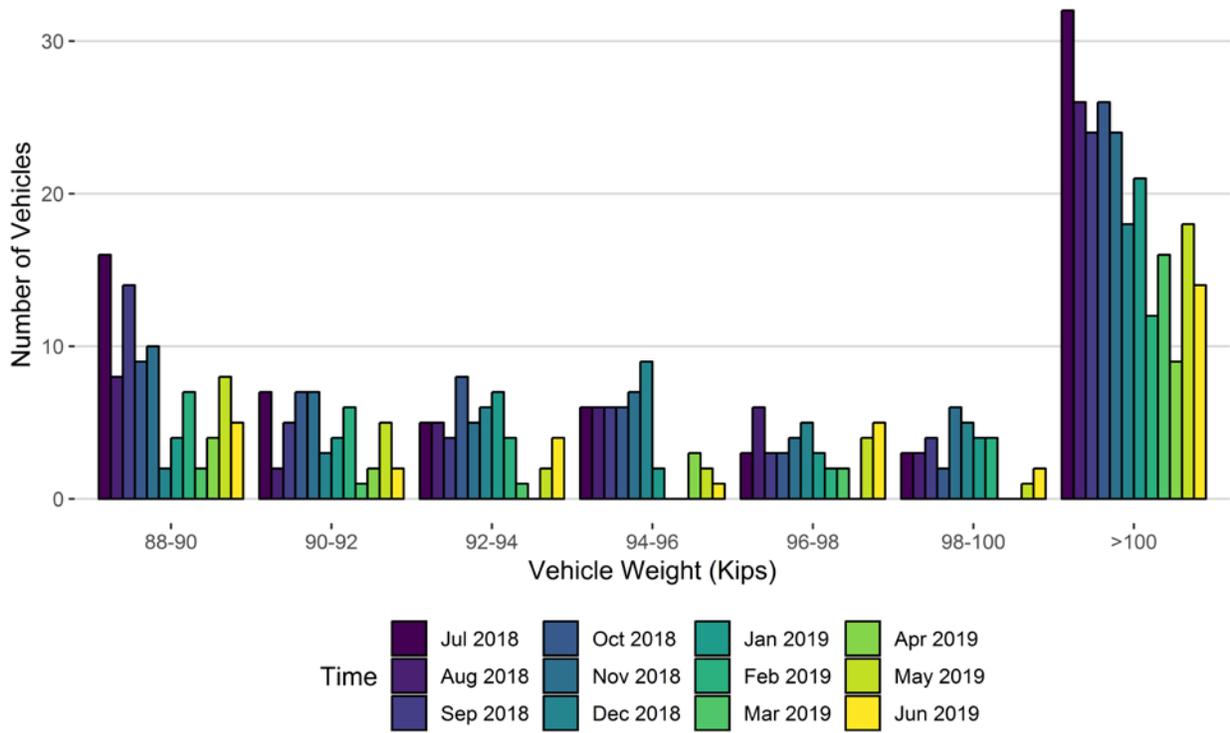
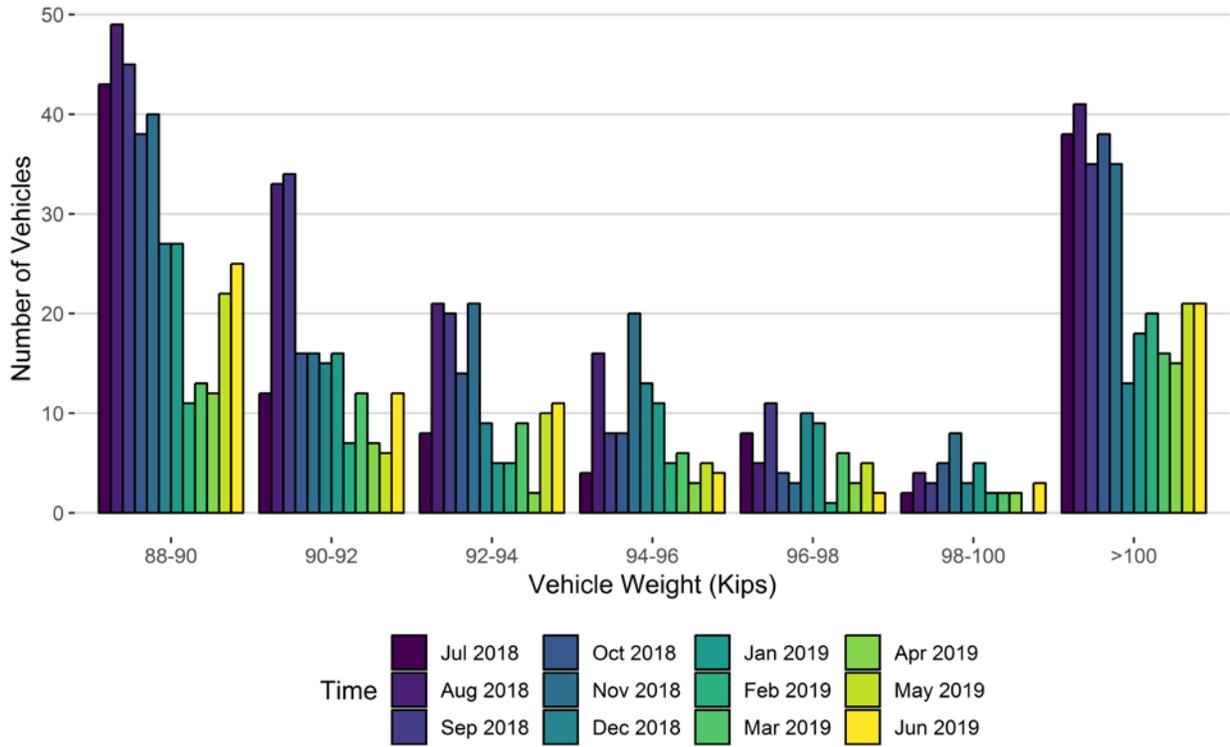


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
88-90	16	8	14	9	10	2	4	7	2	4	8	5
90-92	7	2	5	7	7	3	4	6	1	2	5	2
92-94	5	5	4	8	5	6	7	4	1	0	2	4
94-96	6	6	6	6	7	9	2	0	0	3	2	1
96-98	3	6	3	3	4	5	3	2	2	0	4	5
98-100	3	3	4	2	6	5	4	4	0	0	1	2
>100	32	26	24	26	24	18	21	12	16	9	18	14
Total	72	56	60	61	63	48	45	35	22	18	40	33

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



Vehicle Weights (Kips)	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019
88-90	43	49	45	38	40	27	27	11	13	12	22	25
90-92	12	33	34	16	16	15	16	7	12	7	6	12
92-94	8	21	20	14	21	9	5	5	9	2	10	11
94-96	4	16	8	8	20	13	11	5	6	3	5	4
96-98	8	5	11	4	3	10	9	1	6	3	5	2
98-100	2	4	3	5	8	3	5	2	2	2	0	3
>100	38	41	35	38	35	13	18	20	16	15	21	21
Total	115	169	156	123	143	90	91	51	64	44	69	78

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

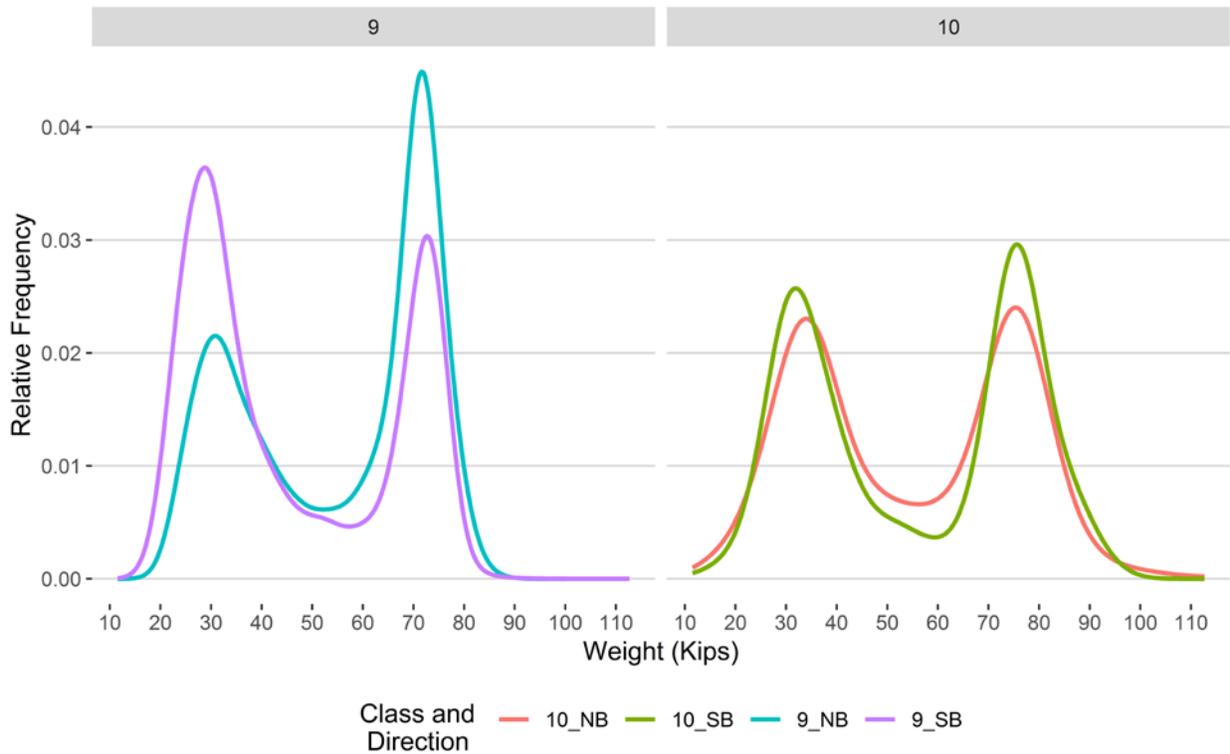


Figure 9 - Freight Percentage by Direction and Class

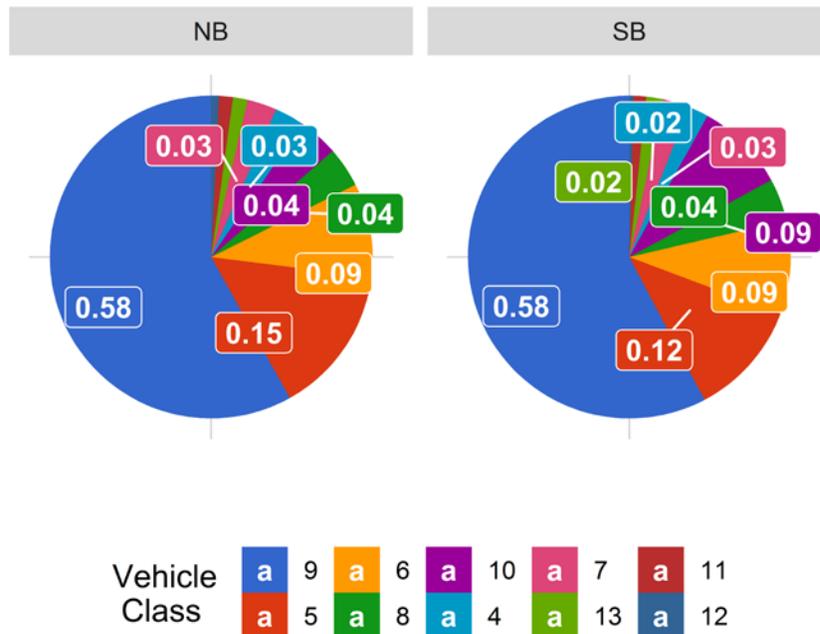


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

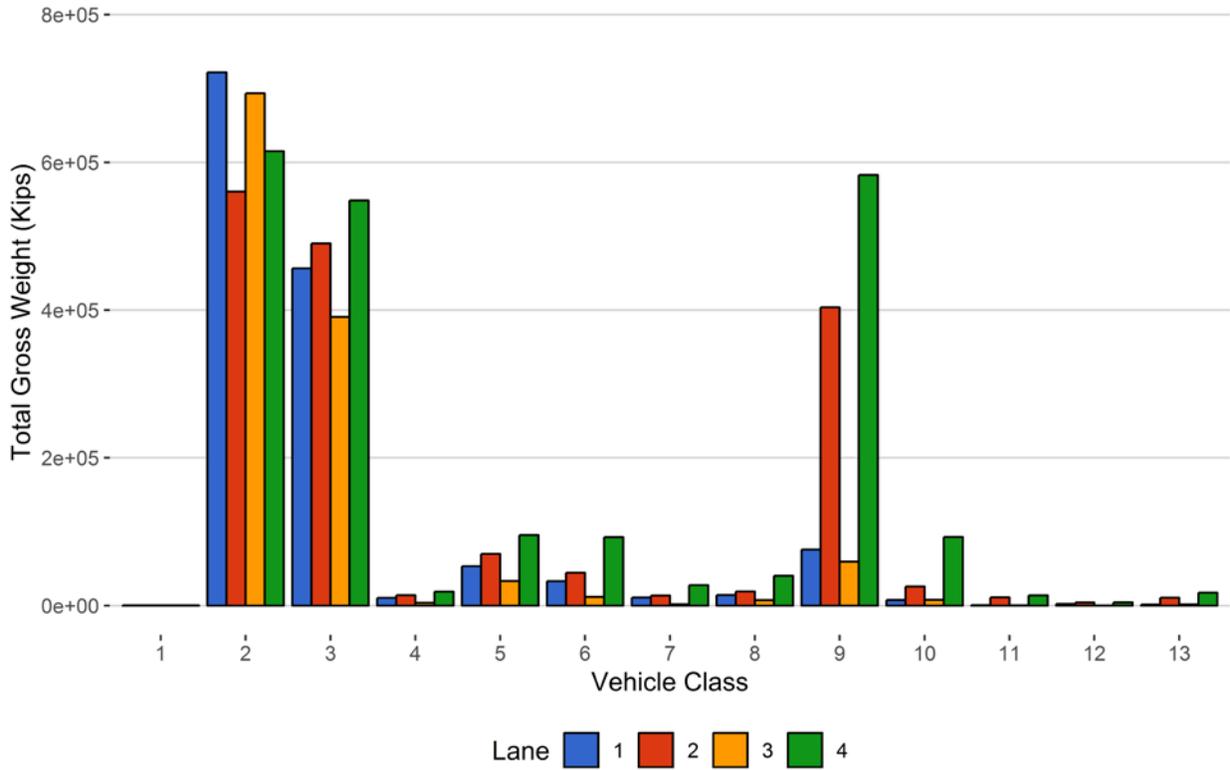


Figure 11 - Total Gross Vehicle Weight t

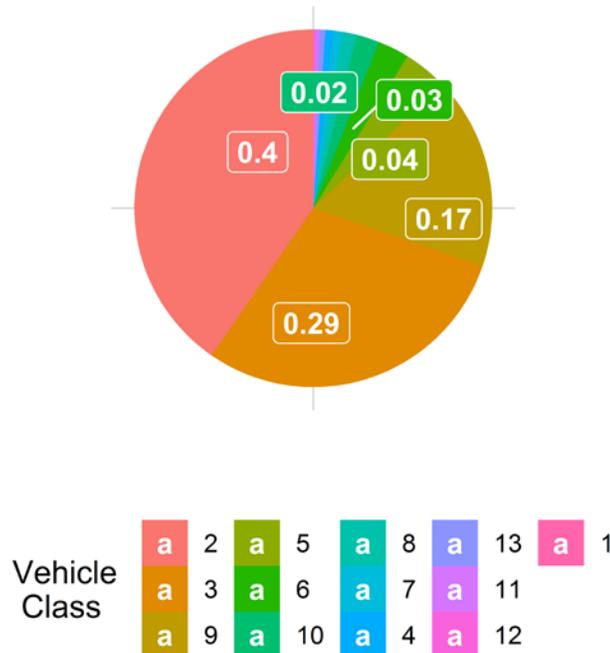


Figure 12 - Total ESALs by Class and Lane

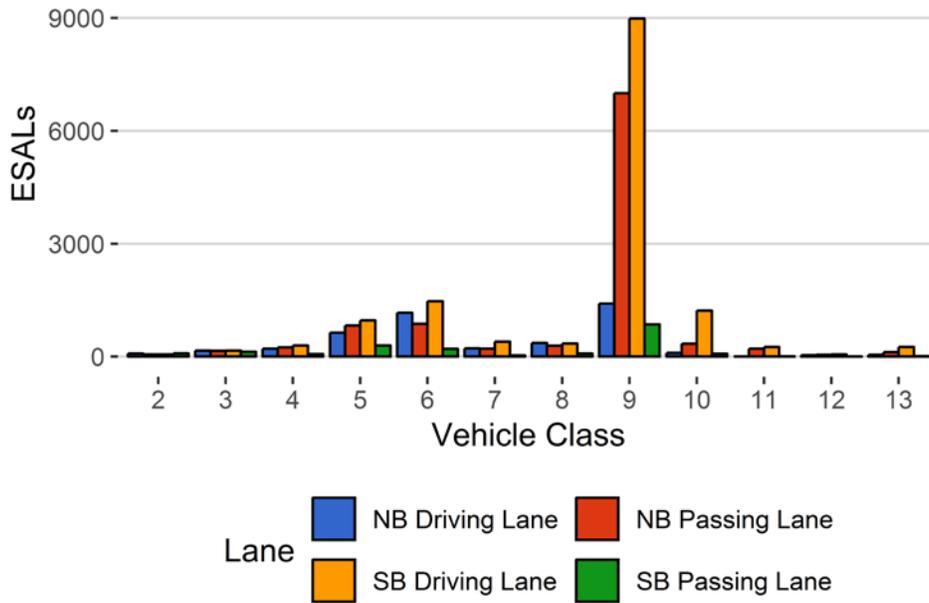


Figure 13 - ESALs by Class

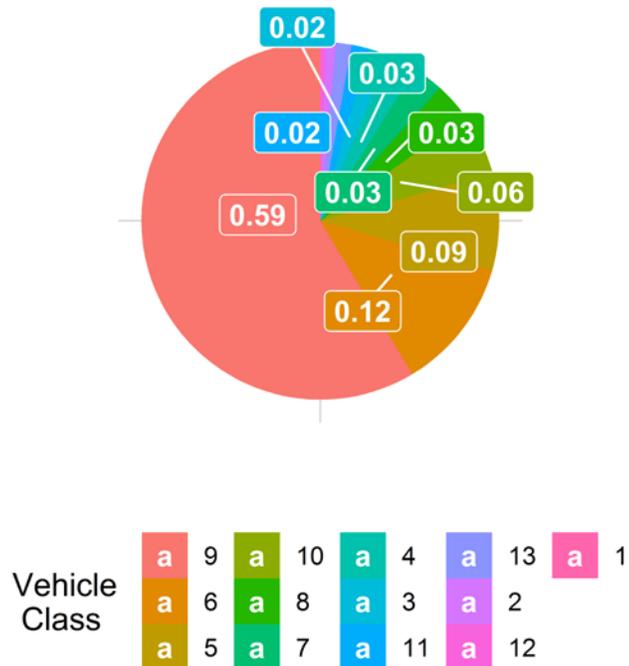


Table 1 Class 9 Front Axle Weight by Lane

<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	11.58	0.00	11.71	0.00	11.07	0.00	10.45	0.00
March 2017	11.67	0.74	12.00	2.43	11.10	0.26	10.50	0.53
April 2017	11.82	2.05	12.08	3.15	11.18	1.00	10.52	0.71
May 2017	11.94	3.09	12.35	5.42	11.14	0.64	10.57	1.18
June 2017	12.22	5.51	12.51	6.84	11.09	0.18	10.59	1.36
July 2017	12.23	5.63	12.54	7.05	11.23	1.46	10.64	1.87
August 2017	12.31	6.32	12.58	7.42	11.08	0.08	10.69	2.32
September 2017	12.29	6.17	12.70	8.41	11.20	1.18	10.66	2.06
October 2017	12.00	3.63	11.43	-2.37	11.35	2.52	10.72	2.56
November 2017	12.10	4.50	11.48	-1.96	11.37	2.73	10.77	3.08
December 2017	12.12	4.67	11.23	-4.12	11.38	2.82	10.82	3.54
January 2018	11.93	3.05	11.01	-6.00	11.30	2.06	10.63	1.69
February 2018	11.92	2.95	10.85	-7.39	11.33	2.33	10.43	-0.15
March 2018	11.95	3.20	11.06	-5.53	11.24	1.53	10.38	-0.63
April 2018	11.59	0.09	10.81	-7.70	10.89	-1.59	10.06	-3.69
May 2018	11.52	-0.49	10.58	-9.68	10.92	-1.34	10.09	-3.39
June 2018	11.60	0.17	10.69	-8.71	10.91	-1.39	10.16	-2.80
July 2018	11.82	2.08	10.77	-8.07	11.13	0.60	10.21	-2.33
August 2018	11.78	1.69	10.78	-7.92	11.08	0.13	10.21	-2.30
September 2018	11.73	1.30	10.85	-7.37	11.05	-0.18	10.24	-2.04
October 2018	11.57	-0.12	10.82	-7.60	11.12	0.47	10.20	-2.34
November 2018	11.43	-1.26	10.84	-7.47	11.13	0.55	10.19	-2.43
December 2018	11.46	-1.04	10.62	-9.33	11.08	0.12	10.18	-2.54
January 2019	11.52	-0.51	10.69	-8.70	11.14	0.60	10.15	-2.88
February 2019	11.38	-1.70	10.58	-9.69	11.11	0.40	10.01	-4.22

March 2019	11.46	-1.07	10.41	-11.12	11.05	-0.18	9.99	-4.37
April 2019	11.41	-1.47	10.22	-12.69	11.02	-0.48	9.92	-5.05
May 2019	11.46	-1.03	10.41	-11.07	11.02	-0.47	9.90	-5.29
June 2019	11.62	0.39	10.48	-10.55	11.08	0.07	9.93	-4.99

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	36	1095	0.1	0	0
2	22828	684846	64.3	0	0
3	10700	320986	30.1	0	0
4	57	1715	0.2	54	2.2
5	656	19685	1.8	217	8.7
6	200	6007	0.6	574	23.1
7	33	995	0.1	158	6.4
8	101	3031	0.3	92	3.7
9	780	23409	2.2	1037	41.7
10	84	2510	0.2	282	11.3
11	19	557	0.1	6	0.2
12	7	204	0	10	0.4
13	14	425	0	55	2.2
TOTAL	35516	1065465	100	2485	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>
2019-06-06	Thursday	04:51:22	10	NB	2	147.74
2019-06-28	Friday	14:35:17	10	NB	2	135.64
2019-06-25	Tuesday	11:41:51	10	NB	2	132.97
2019-06-06	Thursday	08:48:16	10	NB	2	122.03
2019-06-27	Thursday	14:14:12	10	NB	2	121.14
2019-06-06	Thursday	12:37:43	10	NB	2	120.3
2019-06-24	Monday	14:51:13	10	NB	2	116.82
2019-06-28	Friday	14:00:14	10	NB	2	116.22
2019-06-26	Wednesday	13:51:22	10	NB	2	115.22
2019-06-24	Monday	14:42:14	10	NB	2	115.15

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	835	115	13.8	22957	1505	6078
5	NB	8	9015	1334	14.8	113411	9663	25982
6	NB	19	2302	338	14.7	71727	5658	17205
7	NB	11.5	427	0	0	24426	0	9758
8	NB	31	1123	642	57.2	21245	12019	3167
9	NB	33	8634	1763	20.4	429577	50154	101417
10	NB	33.5	606	127	21	29640	3606	6797
11	NB	36.5	238	58	24.4	10166	1330	1798
12	NB	36.5	112	8	7.1	6181	186	1193
13	NB	31.5	159	0	0	12114	0	3553
TOTAL	****	****	23451	4385	****	741444	****	176947
<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	815	152	18.7	20591	1910	5323
5	SB	8	9919	1881	19	115442	13075	25569
6	SB	19	3476	517	14.9	95816	8396	19797
7	SB	11.5	530	0	0	29372	0	11639
8	SB	31	1792	1238	69.1	20534	26978	1680
9	SB	33	13881	5707	41.1	486864	155419	108561
10	SB	33.5	1808	488	27	86359	14252	21070
11	SB	36.5	298	83	27.9	12067	2096	2110
12	SB	36.5	84	11	13.1	4397	223	866
13	SB	31.5	250	0	0	18886	0	5505
TOTAL	****	****	32853	10077	****	890328	****	202120
GRAND TOTAL	****	****	56304	14462	404	1631772	306470	379067

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	382	376	334	325	1416	0
2	721904	560419	693437	615094	2590854	40.4
3	456653	490303	390720	548494	1886170	29.4
4	10486	13976	3623	18878	46963	0.7
5	53216	69859	33150	95367	251592	3.9
6	32839	44546	11608	92604	181597	2.8
7	10826	13600	1805	27568	53799	0.8
8	14211	19053	7277	40235	80776	1.3
9	75850	403880	59331	582952	1122013	17.5
10	7544	25703	7771	92840	133857	2.1
11	479	11017	353	13810	25659	0.4
12	2329	4038	199	4422	10987	0.2
13	1472	10642	1530	17356	31000	0.5
TOTAL	1388189	1667411	1211138	2149944	6416683	100
GVW/LANE	21.63	25.99	18.87	33.51	100	0

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	0.001
2	86	58	86	57	287	0.92	9e-04
3	162	154	131	158	605	1.94	0.0039
4	208	248	67	296	819	2.63	0.99
5	637	824	295	963	2720	8.73	0.29
6	1168	870	208	1473	3719	11.94	1.29
7	222	209	32	398	860	2.76	1.79
8	364	293	83	346	1085	3.48	0.75
9	1411	7004	857	8987	18260	58.6	1.62
10	99	342	78	1222	1742	5.59	1.44
11	2	208	7	258	474	1.52	1.76
12	40	48	2	60	150	0.48	1.5
13	50	120	14	254	439	1.41	2.11
TOTAL	4450	10380	1859	14471	31160	100	14
ESALS/LANE	14.3	33.3	6	46.4	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>
Jul 2018	1102714	35571	2065	1038708	94.2	64005.8	5.8	59	41
Aug 2018	1185009	38226	2338	1112539	93.9	72469.6	6.1	61.4	38.6
Sep 2018	1060284	35343	2000	1000271	94.3	60012.8	5.7	62.2	37.8
Oct 2018	1084866	34996	2132	1018760	93.9	66105.8	6.1	61.6	38.4
Nov 2018	937276	31242	1772	884121	94.3	53154.6	5.7	60.6	39.4
Dec 2018	930046	30002	1504	883414	95	46632.1	5	60.6	39.4
Jan 2019	881451	28434	1620	831226	94.3	50225.1	5.7	61.3	38.7
Feb 2019	786575	28092	1649	740410	94.1	46164.9	5.9	62.3	37.7
Mar 2019	958807	30929	1610	908902	94.8	49905.2	5.2	62.1	37.9
Apr 2019	962362	32079	1594	914550	95	47811.7	5	65	35
May 2019	1046270	33745	1867	988387	94.5	57883	5.5	59.9	40.1
Jun 2019	1065465	35516	1951	1006926	94.5	58538.7	5.5	62.4	37.6
TOTAL	12001125	-	-	11328214	-	672909	-	-	-
AVERAGE	1000094	32848	1842	944018	94	56076	6	62	38

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>
Jul 2018	5462	15767	2447	17423	41100	56	44	1.5
Aug 2018	5680	16641	2158	21001	45480	59	41	2.5
Sep 2018	6002	14061	1404	17344	38811	60	40	2.7
Oct 2018	4620	15798	1569	19426	41414	58	42	1.3
Nov 2018	3470	13548	1397	15667	34082	56	44	2.6
Dec 2018	3150	10517	1329	12758	27753	57	43	2.4
Jan 2019	3323	12230	1296	15044	31893	58	42	2.1
Feb 2019	3621	10379	1146	13258	28405	59	41	1.6
Mar 2019	2986	10599	1079	13982	28646	59	41	1.7
Apr 2019	2688	7038	1141	14222	25089	67	33	0.5
May 2019	3613	11993	1449	14268	31323	57	43	1.2
Jun 2019	4718	10530	1860	14487	31595	61	39	1
TOTAL	49334	149103	18274	188880	405591	-	-	-
AVERAGE	4111	12425	1523	15740	33799	59	41	2

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>
Jul 18	1448213	1938169	1296696	2275279	6958356
Aug 18	1453125	2018291	1322478	2609501	7403395
Sep 18	1389961	1747847	1152367	2222883	6513058
Oct 18	1308390	1827931	1110723	2293147	6540191
Nov 18	1176117	1623806	1025112	1985221	5810257
Dec 18	1149792	1476541	1030529	1815082	5471944
Jan 19	1125027	1469786	949823	1852076	5396712
Feb 19	1024314	1306617	842483	1640893	4814307
Mar 19	1213935	1489460	1027517	1902639	5633552
Apr 19	1195607	1332212	1026882	1915963	5470663
May 19	1318970	1723874	1131963	2073887	6248694
Jun 19	1398251	1674933	1211420	2151354	6435958
TOTAL	15201702	19629467	13127992	24737926	72697087
AVERAGE	1266808	1635789	1093999	2061494	6058091

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>
Jul 2018	4147	0.4	6.6	187	75
Aug 2018	4748	0.4	6.8	226	74
Sep 2018	4151	0.4	7.1	220	70
Oct 2018	4558	0.5	7.4	184	71
Nov 2018	3394	0.4	6.5	209	75
Dec 2018	2392	0.3	5.2	140	40
Jan 2019	2941	0.3	6	137	49
Feb 2019	2522	0.3	5.6	87	39
Mar 2019	1828	0.2	3.8	86	34
Apr 2019	1493	0.2	3.2	62	26
May 2019	2111	0.2	3.7	110	40
Jun 2019	2576	0.3	4.5	112	41
TOTAL	36861	-	-	1760	634
AVERAGE	3071.8	0.3	5.5	146.7	52.8

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>
Jul 2018	234161	233004	467165	50.1	49.9
Aug 2018	247311	274046	521356	47.4	52.6
Sep 2018	222327	220969	443297	50.2	49.8
Oct 2018	223564	249546	473110	47.3	52.7
Nov 2018	192487	192392	384879	50	50
Dec 2018	158161	156474	314635	50.3	49.7
Jan 2019	175183	176870	352053	49.8	50.2
Feb 2019	156505	160401	316907	49.4	50.6
Mar 2019	162605	173632	336237	48.4	51.6
Apr 2019	117790	188701	306491	38.4	61.6
May 2019	187128	197189	384317	48.7	51.3
Jun 2019	176947	202120	379067	46.7	53.3
TOTAL	2254170	2425345	4679515	-	-
AVERAGE	187847.5	202112.1	389959.6	48	52