

MARCH 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 March 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: 958807 | Passenger Vehicles: 908902 | Heavy Commercial Vehicles: 49905

Monthly Average Daily Traffic (MADT): 30929 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1610

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 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 49905 HCVs, 1780 of them were overweight ³. These overweight HCVs contributed to 0.2% of total monthly volume, and 3.7% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Fridays, with lowest volumes reported on Saturdays. 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 6 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 52.5% 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 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 ,22 NB vehicles exceeded 88,000 pounds (17 vehicles were Class 13's; 5 vehicles were Class 10's). Of vehicles traveling SB,

64 NB vehicles exceeded 88,000 pounds (49 vehicles were Class 10's; 14 vehicles were Class 13'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 336237 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (51.6%) than NB (48.4%). 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 958807 vehicles with a combined GVW of 5633552 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 28646 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 52.6% of all ESALs were recorded SB while 47.4% was observed NB. In particular, 68% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 21% 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).

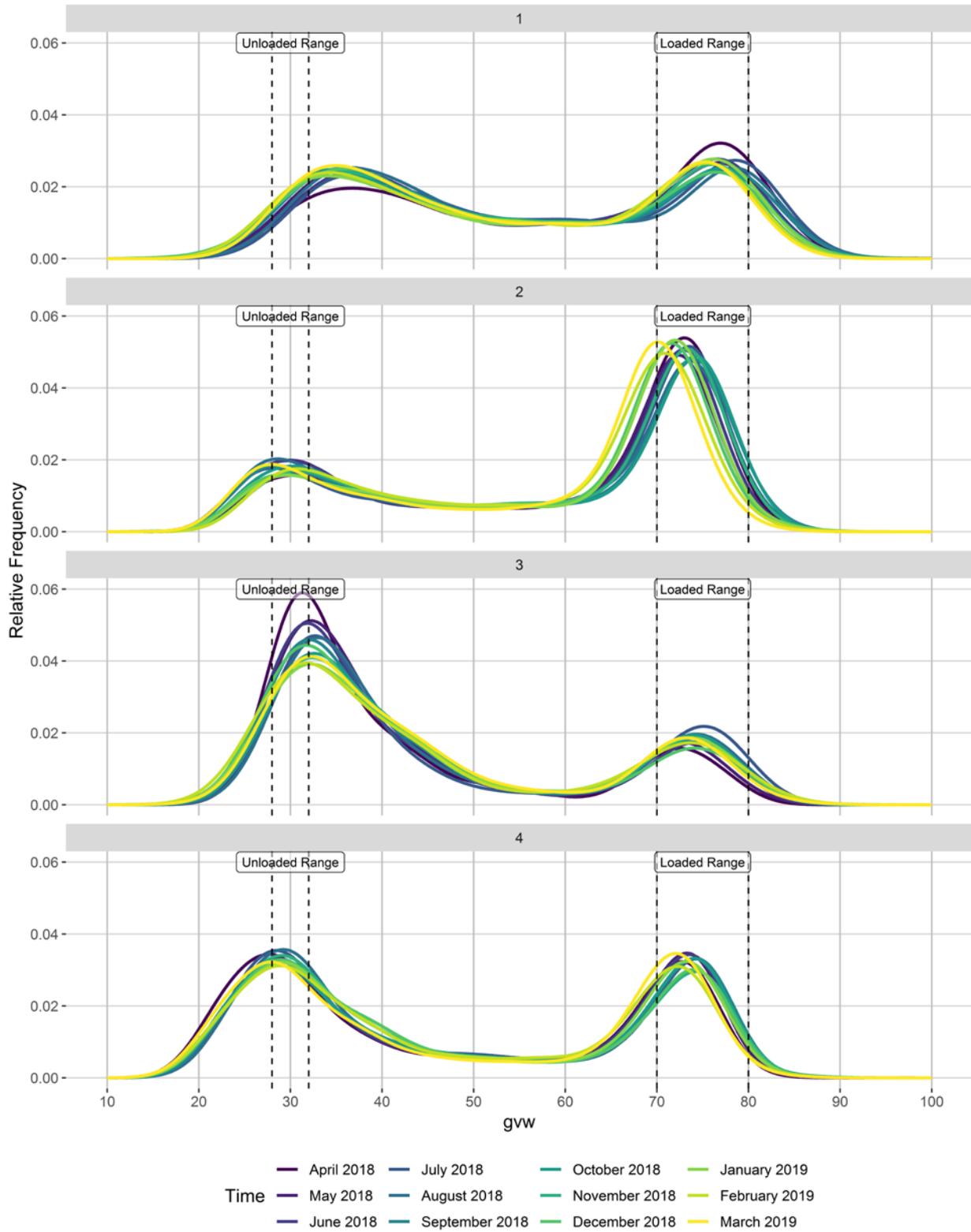
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

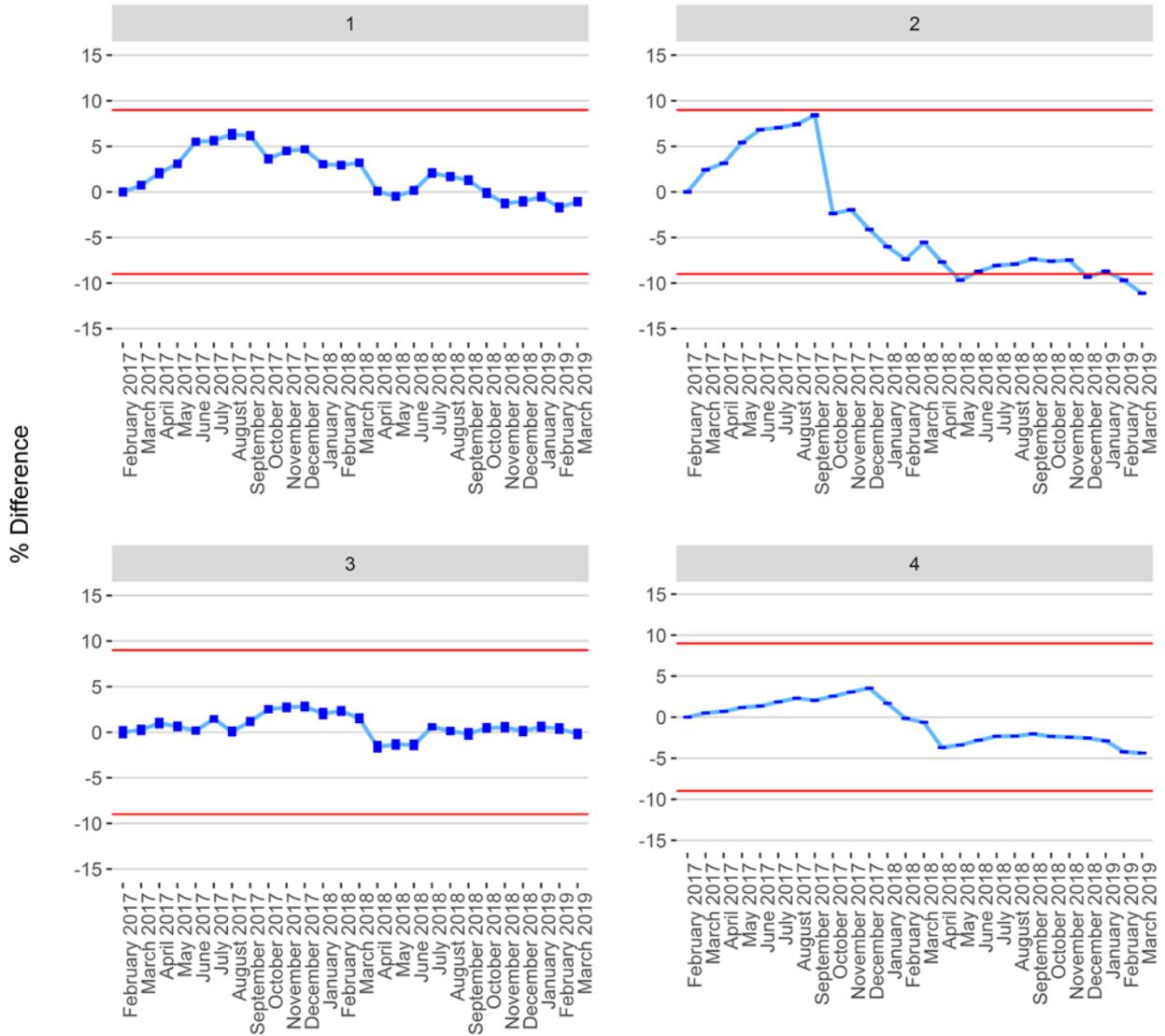
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

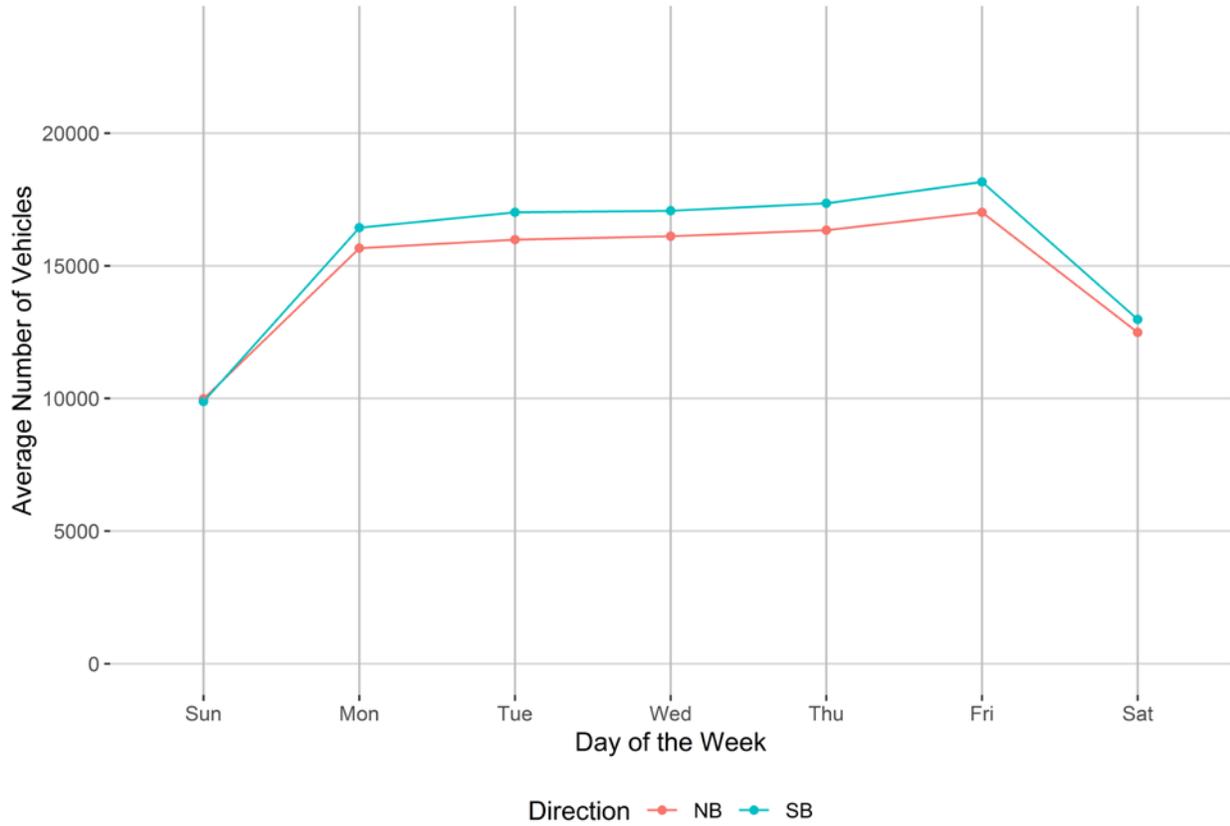


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

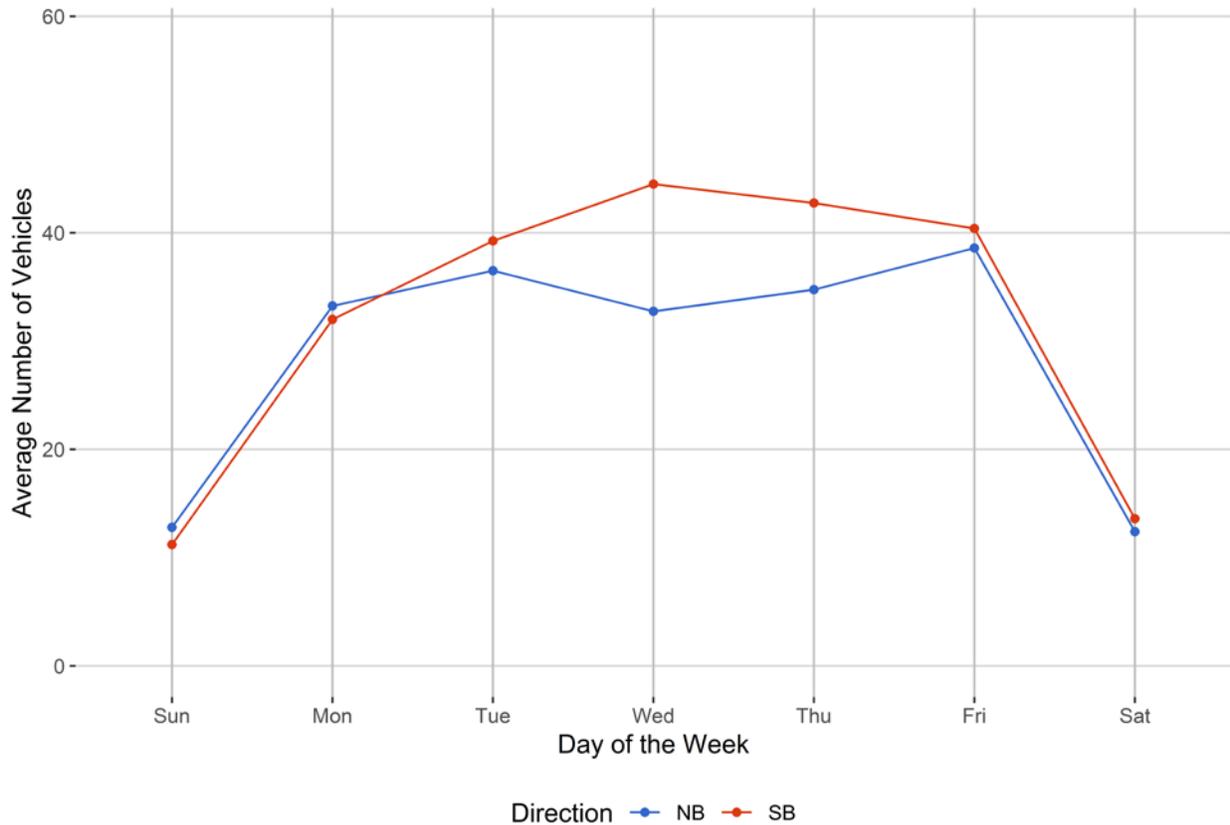


Figure 4 - Passenger Vehicles vs. Hour of the Day

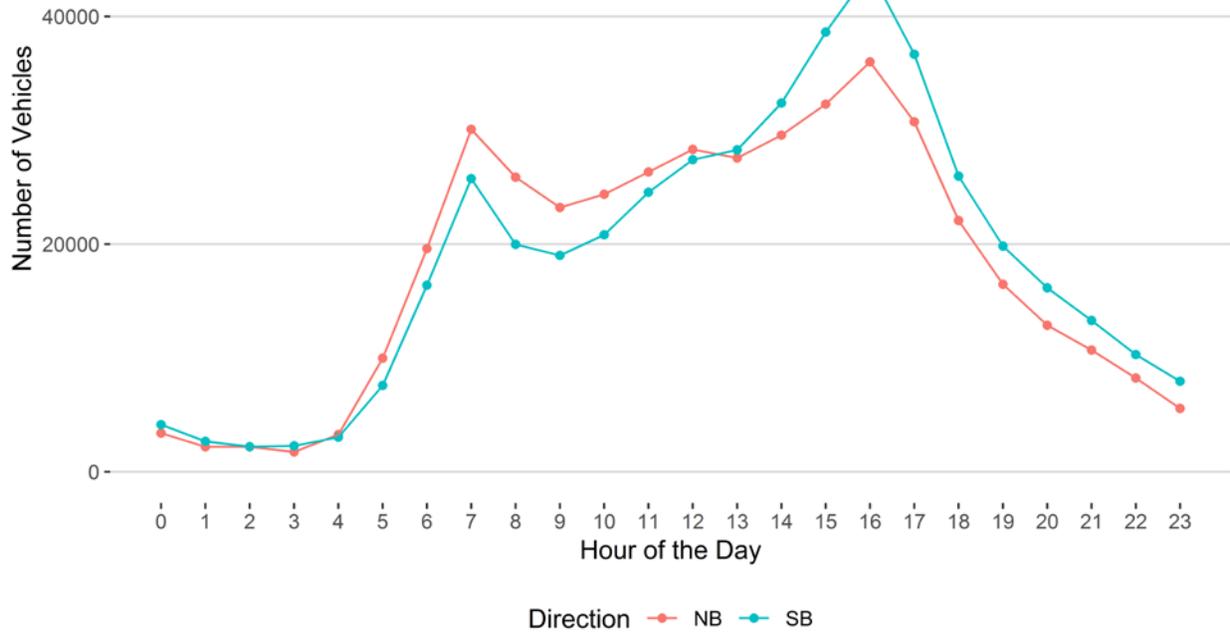


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

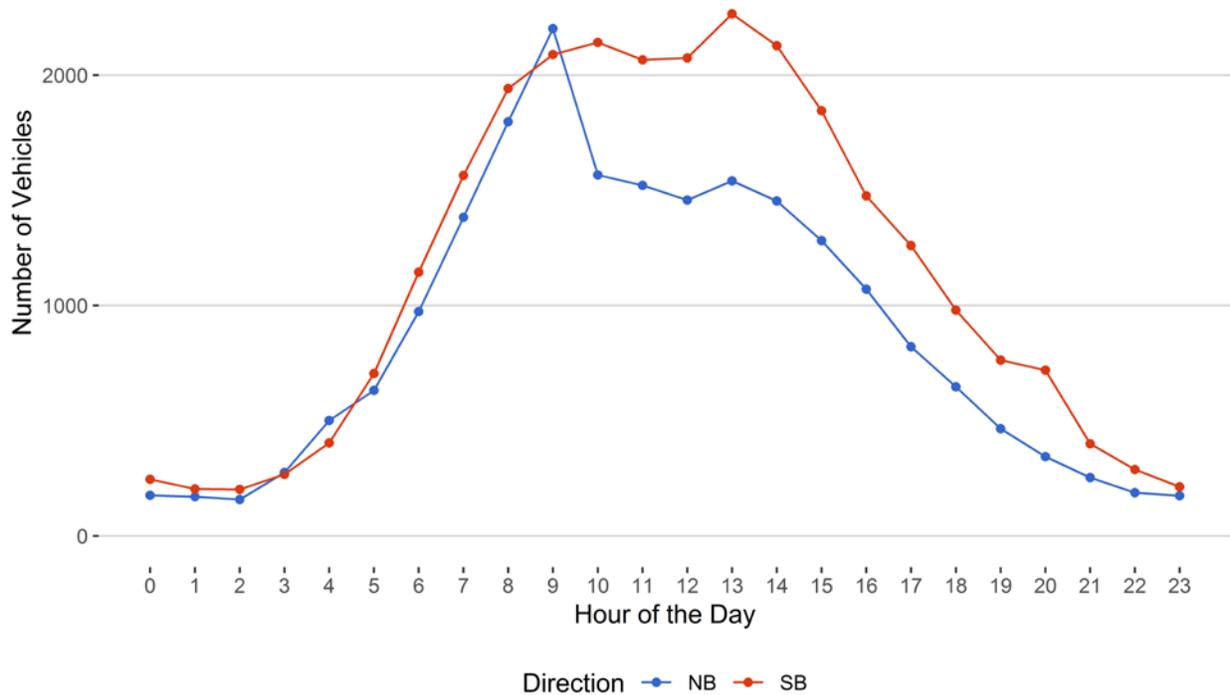


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

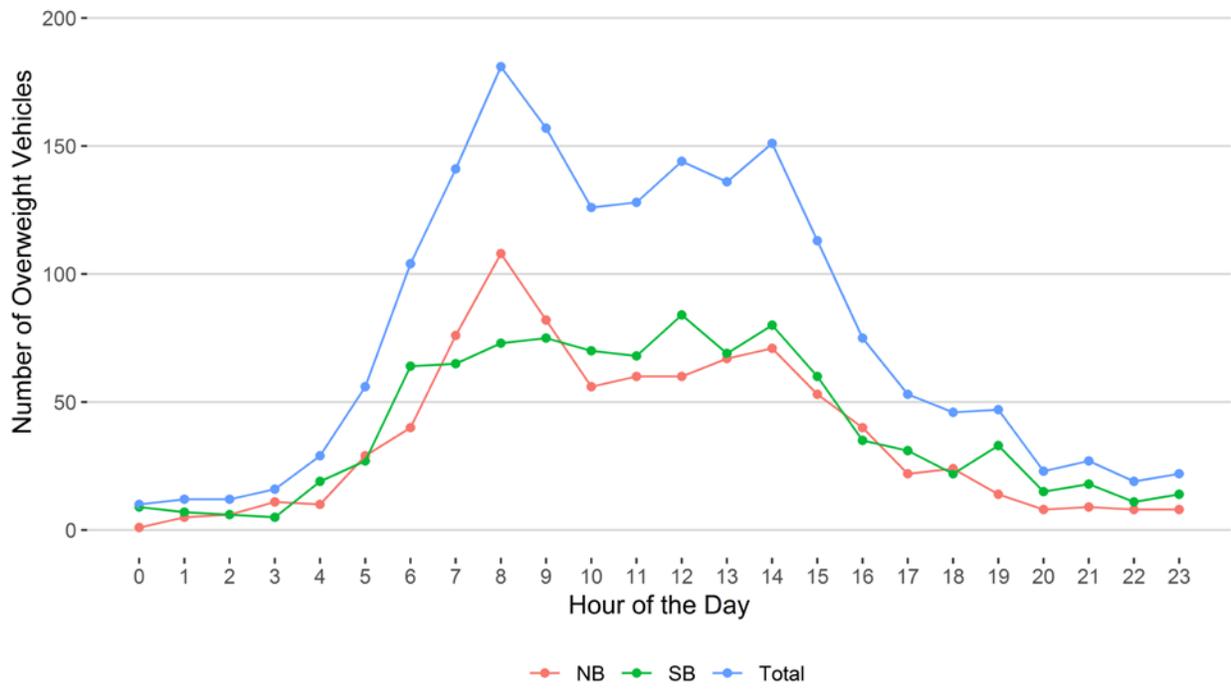
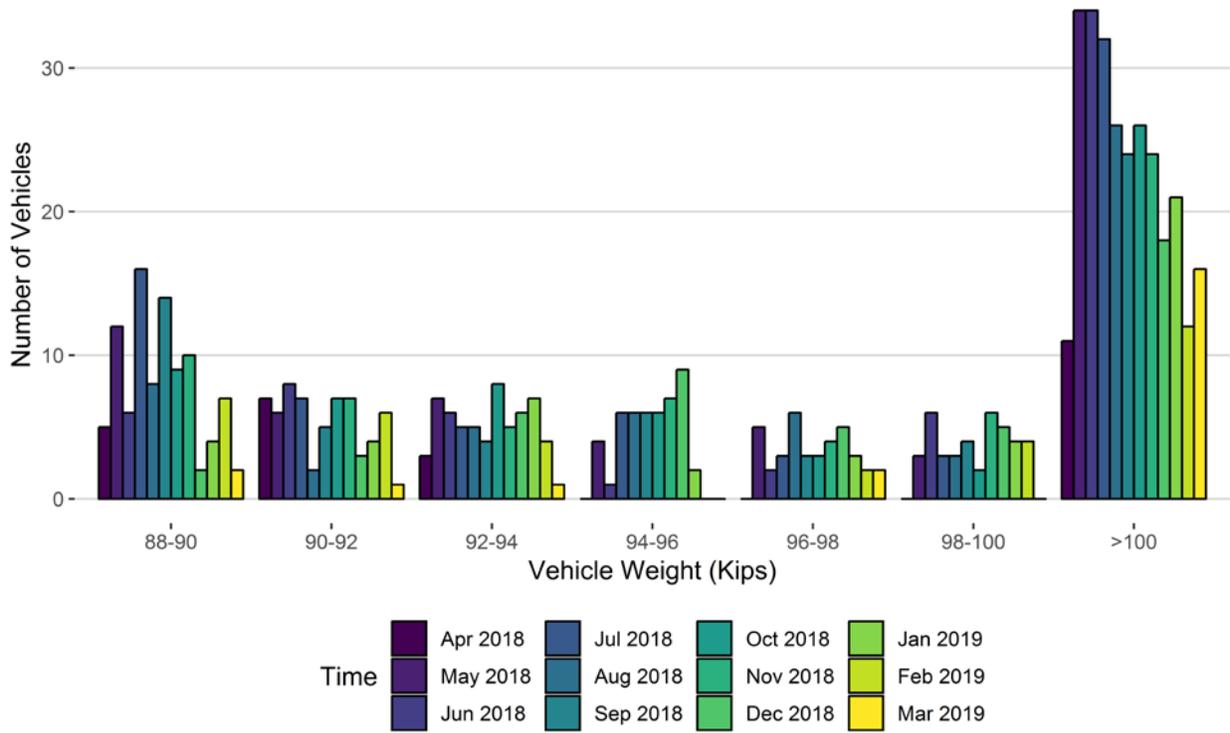
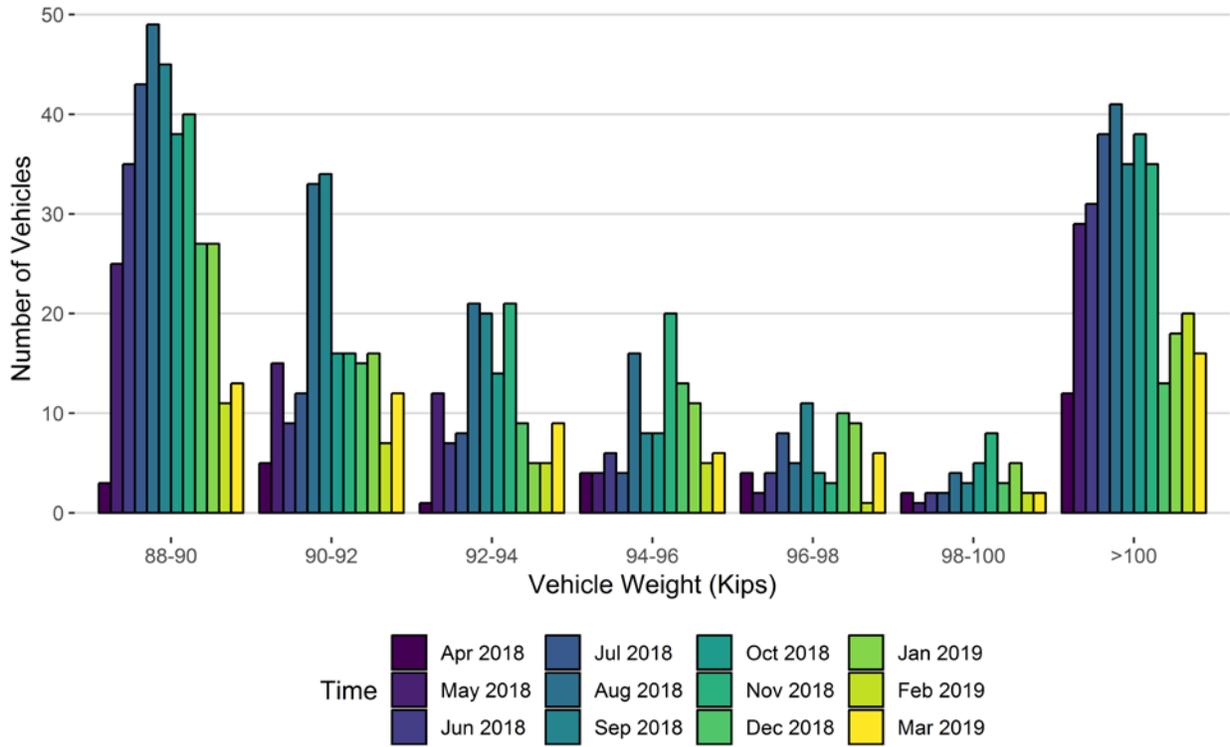


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	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	5	12	6	16	8	14	9	10	2	4	7	2
90-92	7	6	8	7	2	5	7	7	3	4	6	1
92-94	3	7	6	5	5	4	8	5	6	7	4	1
94-96	0	4	1	6	6	6	6	7	9	2	0	0
96-98	0	5	2	3	6	3	3	4	5	3	2	2
98-100	0	3	6	3	3	4	2	6	5	4	4	0
>100	11	34	34	32	26	24	26	24	18	21	12	16
Total	26	71	63	72	56	60	61	63	48	45	35	22

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	3	25	35	43	49	45	38	40	27	27	11	13
90-92	5	15	9	12	33	34	16	16	15	16	7	12
92-94	1	12	7	8	21	20	14	21	9	5	5	9
94-96	4	4	6	4	16	8	8	20	13	11	5	6
96-98	4	2	4	8	5	11	4	3	10	9	1	6
98-100	2	1	2	2	4	3	5	8	3	5	2	2
>100	12	29	31	38	41	35	38	35	13	18	20	16
Total	31	88	94	115	169	156	123	143	90	91	51	64

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

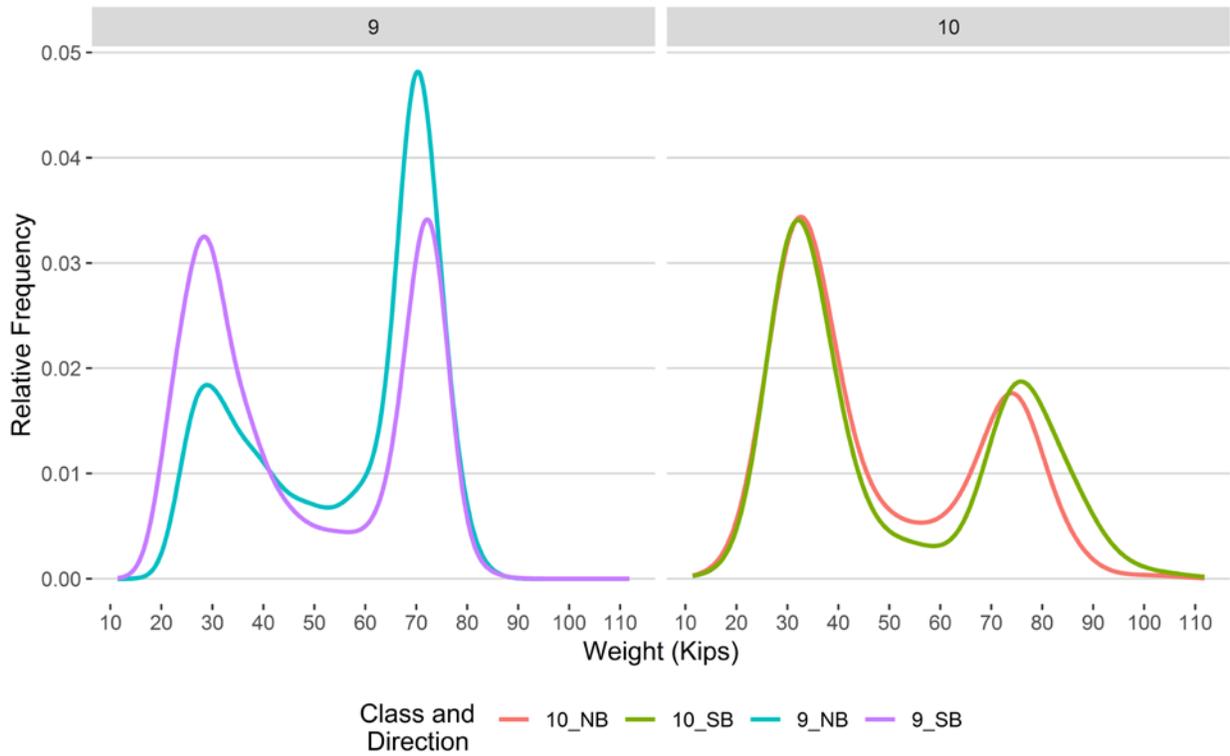


Figure 9 - Freight Percentage by Direction and Class

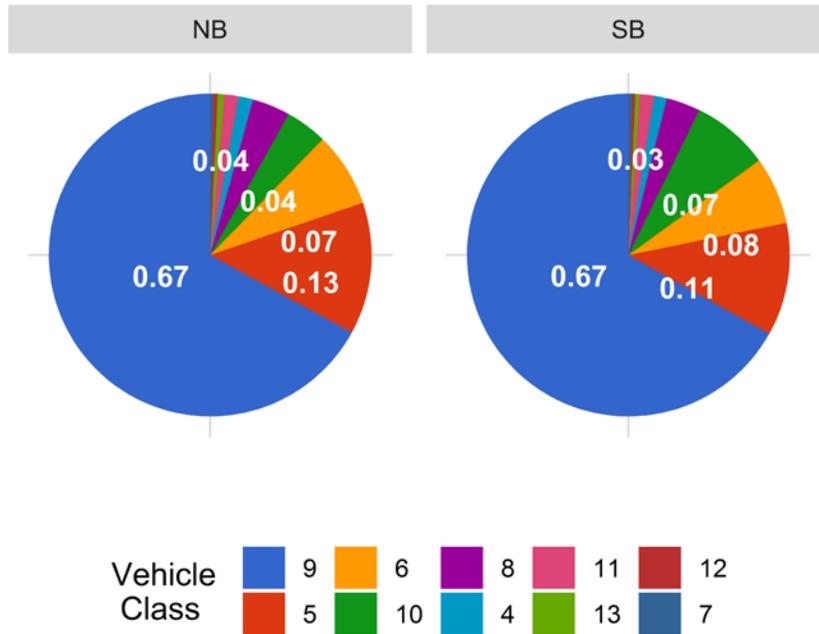


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

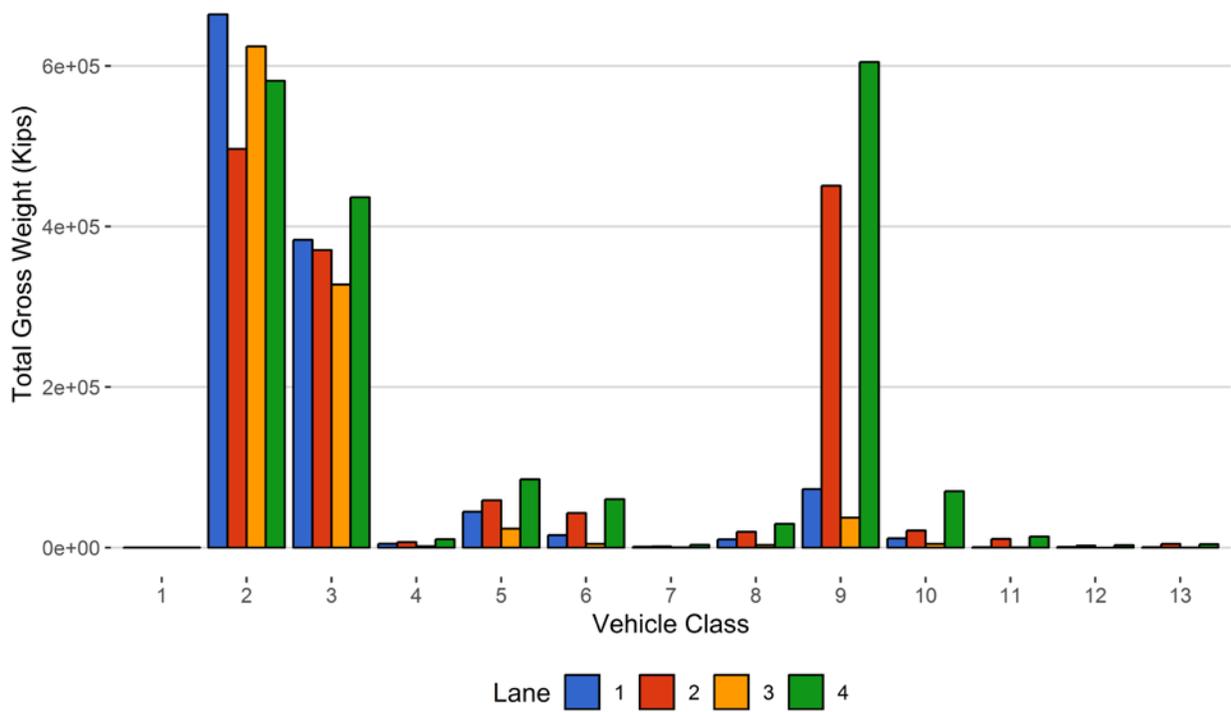


Figure 11 - Total Gross Vehicle Weight t

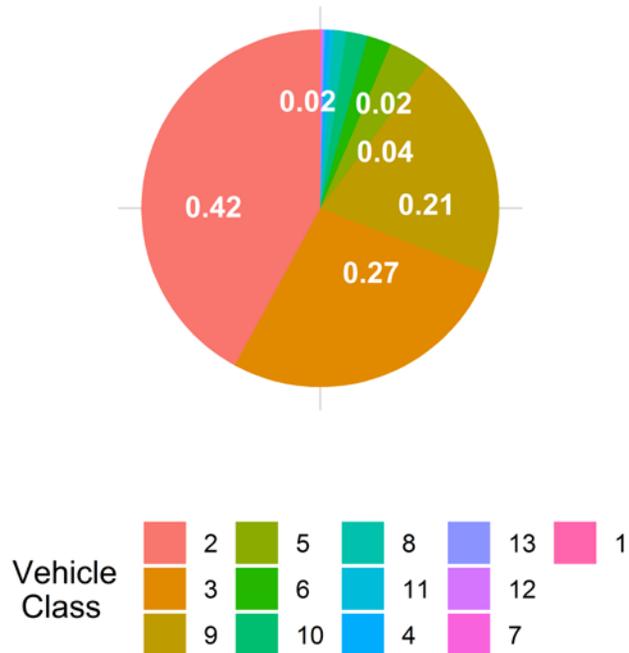


Figure 12 - Total ESALs by Class and Lane

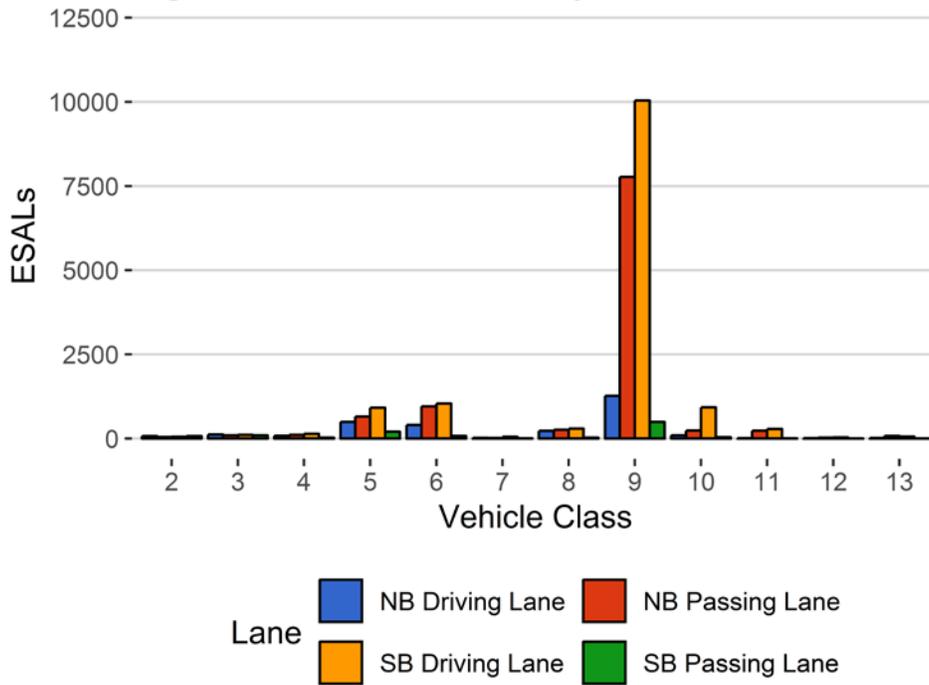


Figure 13 - ESALs by Class

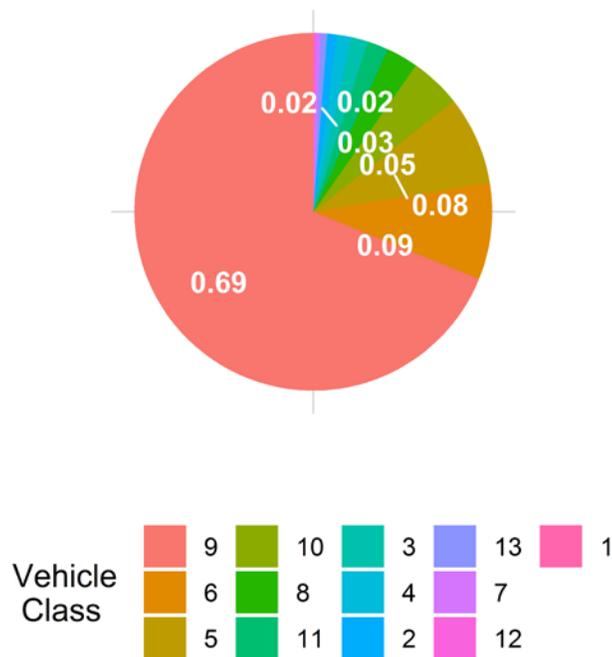


Table 1 Class 9 Front Axle Weight by Lane

<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
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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	2	70	0	0	0
2	20484	635004	66.2	0	0
3	8833	273827	28.6	0	0
4	25	787	0.1	16	0.9
5	533	16530	1.7	177	9.9
6	133	4110	0.4	311	17.5
7	4	133	0	8	0.4
8	67	2090	0.2	47	2.6
9	753	23350	2.4	938	52.7
10	71	2203	0.2	231	13
11	15	469	0	7	0.4
12	4	111	0	7	0.4
13	4	122	0	38	2.1
TOTAL	30929	958807	100	1780	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>
2019-03-13	Wednesday	09:17:10	10	SB	4	111.83
2019-03-11	Monday	04:16:46	10	SB	4	107.49
2019-03-01	Friday	19:23:02	10	SB	4	105.63
2019-03-11	Monday	15:50:54	10	SB	4	105.3
2019-03-01	Friday	08:45:32	10	NB	1	104.74
2019-03-06	Wednesday	23:08:26	10	SB	4	104
2019-03-01	Friday	19:23:06	10	SB	4	103.57
2019-03-29	Friday	03:05:44	10	SB	4	102.81
2019-03-11	Monday	04:16:53	10	SB	4	102.71
2019-03-27	Wednesday	01:24:30	10	SB	4	102.46

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	370	54	14.6	10712	684	2986
5	NB	8	7623	1340	17.6	93844	9577	21790
6	NB	19	1802	385	21.4	51995	6394	12536
7	NB	11.5	52	0	0	2495	0	948
8	NB	31	915	429	46.9	19442	10204	2188
9	NB	33	9296	1706	18.4	475625	47804	112578
10	NB	33.5	682	231	33.9	25890	6838	5391
11	NB	36.5	196	7	3.6	10916	242	2009
12	NB	36.5	59	1	1.7	3313	17	598
13	NB	31.5	61	0	0	5084	0	1581
TOTAL	****	****	21056	4153	****	699317	****	162605
<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	394	64	16.2	11200	820	3125
5	SB	8	8425	1806	21.4	96216	12390	21632
6	SB	19	2188	513	23.4	56805	8162	12490
7	SB	11.5	77	0	0	3676	0	1395
8	SB	31	1114	674	60.5	16270	16530	1315
9	SB	33	13373	5057	37.8	505868	136029	115720
10	SB	33.5	1457	504	34.6	59724	15011	13899
11	SB	36.5	259	33	12.7	12767	1102	2259
12	SB	36.5	49	1	2	2889	35	568
13	SB	31.5	57	0	0	4251	0	1228
TOTAL	****	****	27393	8652	****	769666	****	173632
GRAND TOTAL	****	****	48449	12805	367	1468983	271838	336237

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	25	21	17	19	82	0
2	664179	496525	624234	581472	2366410	42.1
3	383393	370625	327539	436230	1517787	27
4	4797	6599	1727	10293	23416	0.4
5	44542	58879	23565	85041	212028	3.8
6	15315	43074	4645	60323	123356	2.2
7	1017	1478	236	3441	6171	0.1
8	10085	19561	3262	29538	62446	1.1
9	72757	450672	37209	604687	1165325	20.7
10	11542	21186	4641	70094	107463	1.9
11	483	10676	235	13635	25028	0.4
12	917	2412	0	2924	6253	0.1
13	580	4504	75	4176	9336	0.2
TOTAL	1209633	1486212	1027385	1901872	5625101	100
GVW/LANE	21.5	26.42	18.26	33.81	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	0.0145
2	74	48	76	51	249	0.87	8e-04
3	120	100	101	110	431	1.52	0.0033
4	87	112	28	145	372	1.31	0.98
5	496	658	208	919	2282	8.03	0.29
6	408	955	81	1042	2486	8.75	1.25
7	25	22	6	52	106	0.37	1.61
8	227	264	30	299	821	2.89	0.81
9	1269	7772	496	10037	19575	68.86	1.73
10	97	243	44	930	1315	4.62	1.23
11	11	238	7	285	541	1.9	2.35
12	16	32	0	36	84	0.3	1.51
13	22	84	1	59	165	0.58	2.63
TOTAL	2854	10527	1077	13967	28425	100	14
ESALS/LANE	10	37	3.8	49.1	100	-	-

Table 7 Site Summary: Volume and Vehicle Class

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCAD T</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>	<i>Heavy Commercial Vehicles in Driving Lane %</i>	<i>Heavy Commercial Vehicles in Passing Lane %</i>
Apr 2018	934763	31159	1628	885913	94.8	48850.1	5.2	60.9	39.1
May 2018	1053607	33987	1904	994590	94.4	59016.7	5.6	61.7	38.3
Jun 2018	1050563	35019	2037	989463	94.2	61099.9	5.8	60.7	39.3
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
TOTAL	11965961	-	-	11288317	-	677643	-	-	-
AVERAGE	997163	32750	1855	940693	94	56470	6	61	39

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	2887	12198	902	12945	28932	55	45	0.4
May 2018	4057	12762	1206	16207	34231	59	41	1.4
Jun 2018	4502	14753	1337	17081	37672	57	43	1.4
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
TOTAL	49761	159254	17269	192136	418420	-	-	-
AVERAGE	4147	13271	1439	16011	34868	58	42	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>
Apr 18	1149562	1493254	972731	1803124	5418670
May 18	1319432	1720244	1091705	2152815	6284196
Jun 18	1325028	1870703	1115831	2261593	6573155
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
TOTAL	15082897	19982648	12937995	24814253	72817794
AVERAGE	1256908	1665221	1078166	2067854	6068149

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	2100	0.2	4.5	57	25
May 2018	2603	0.3	4.6	159	67
Jun 2018	3262	0.3	5.4	158	73
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
TOTAL	38646	-	-	1850	692
AVERAGE	3220.5	0.3	5.8	154.2	57.7

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	176275	162266	338541	52.1	47.9
May 2018	195567	213437	409004	47.8	52.2
Jun 2018	219771	218945	438715	50.1	49.9
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
TOTAL	2363917	2431982	4795899	-	-
AVERAGE	196993.1	202665.2	399658.3	49.4	50.6