

**JANUARY 2018**



**WIM #39  
MN 43, MP 45.2  
WINONA, MN**

**MONTHLY  
REPORT**



*Your Destination...Our Priority*



## WIM Site Location

WIM #39 is located on MN 43 near Winona in Winona county.

## System Operation

WIM #39 was operational for the entire month of January 2018. Volume was computed using all monthly data.

## System Calibration

WIM #39 was most recently calibrated on 2017-10-27. 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 within +/- 9% of baseline calibration values for lane 2 but not 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 <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: 268418 | Passenger Vehicles: 254206 | Heavy Commercial Vehicles: 14212

Monthly Average Daily Traffic (MADT): 8659 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 458

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 06 AM and 08 AM

### 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 06 AM and 08 AM. 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 14212 HCVs, 3474 of them were overweight<sup>3</sup>. These overweight HCVs contributed to 1.3% of total monthly volume, and 24.8% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Mondays, with lowest volumes reported on Sundays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 14 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 74.1% 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 October.

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 ,1594 NB vehicles exceeded 88,000 pounds (1333 vehicles were Class 9's; 122 vehicles were Class 12's). Of vehicles traveling SB,

68 NB vehicles exceeded 88,000 pounds (58 vehicles were Class 14's; 7 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from January 2018.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in January 2018. Data suggests that there were greater numbers of empty Class 9's than fully\_loaded Class 9's traveling NB, while there were more empty Class 9's than fully\_loaded 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 140066 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (71.2%) than SB (28.8%). See Table 4 and Figure 11 for more freight information.

## Infrastructure Considerations

**Bridge.** Bridge No. 5930 is approximately 0.1 miles north of WIM #39, and Bridge No. 5900 is 0.3 miles south of WIM #39. WIM #39 recorded a total of 268418 vehicles with a combined GVW of 1802142 kips (1 kip = 1,000 pounds = 0.5 tons) in January 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 77225 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 82.9% of all ESALs were recorded SB while 17.1% was observed NB. In particular, 78% of all ESALs were generated by the Class 14's (Class 14's were also responsible for generating % of total GVW observed this month). See Table 6 and Figures 14-15 for more information on ESALs (Table 6 also provides flexible ESAL

factors for each vehicle class using a terminal serviceability of 2.5 and a structural number of 5).

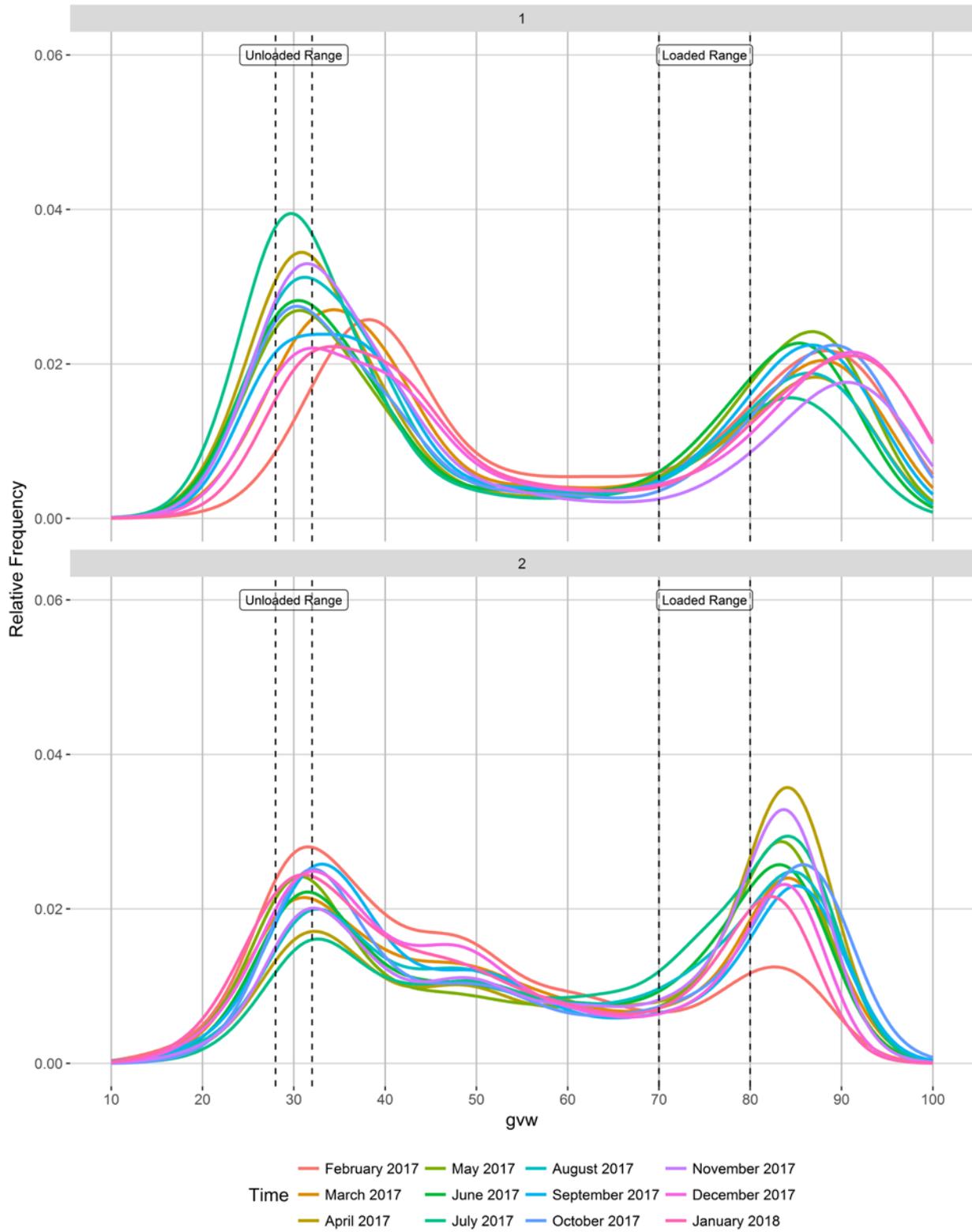
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

MnDOT's vehicle classification scheme and vehicle class groupings for traffic forecasting can be found at: <http://www.dot.state.mn.us/traffic/data/data-products.html#weight>

- <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.

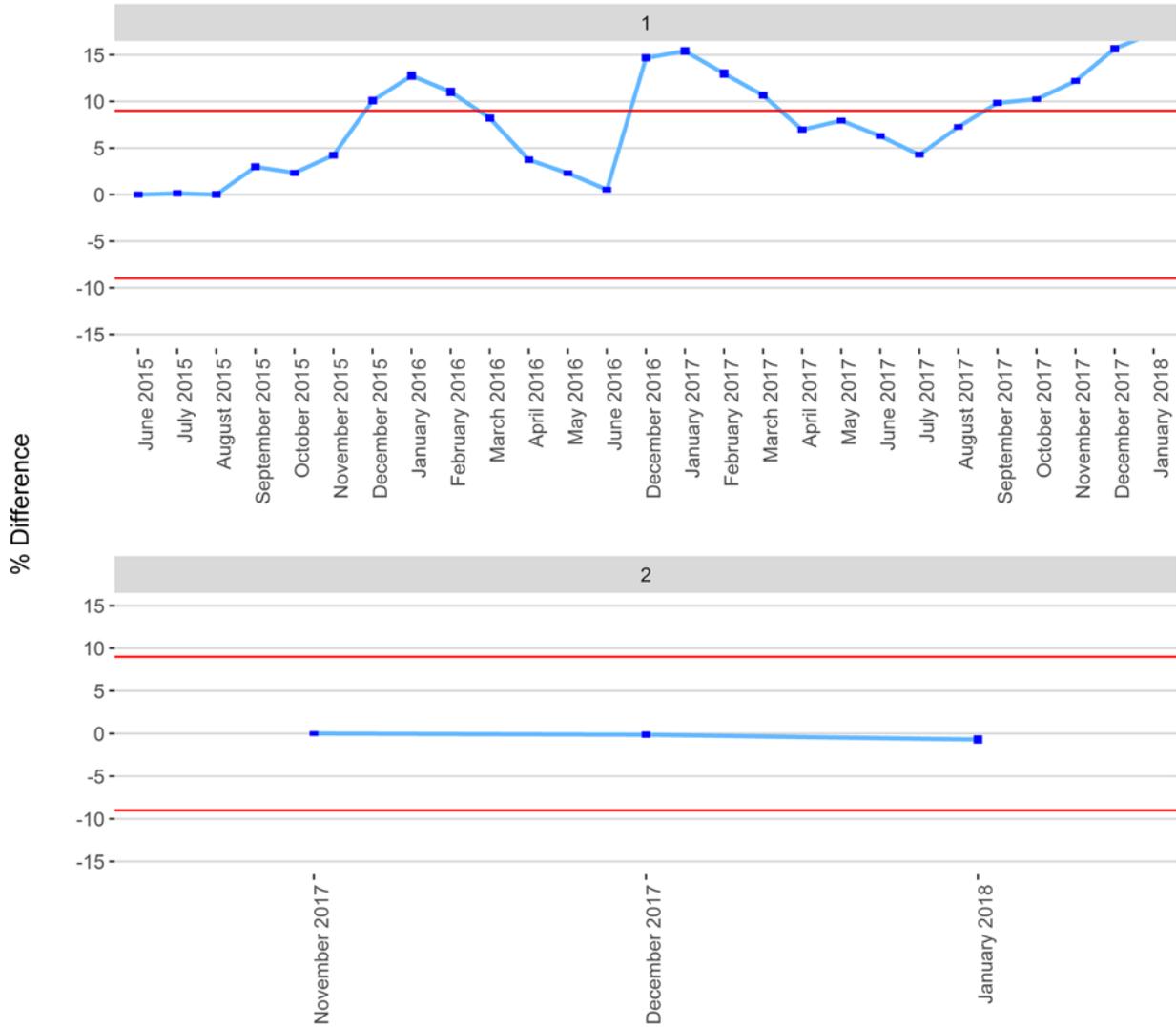
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Figure 1 - Monthly Class 9 GVW Histogram



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

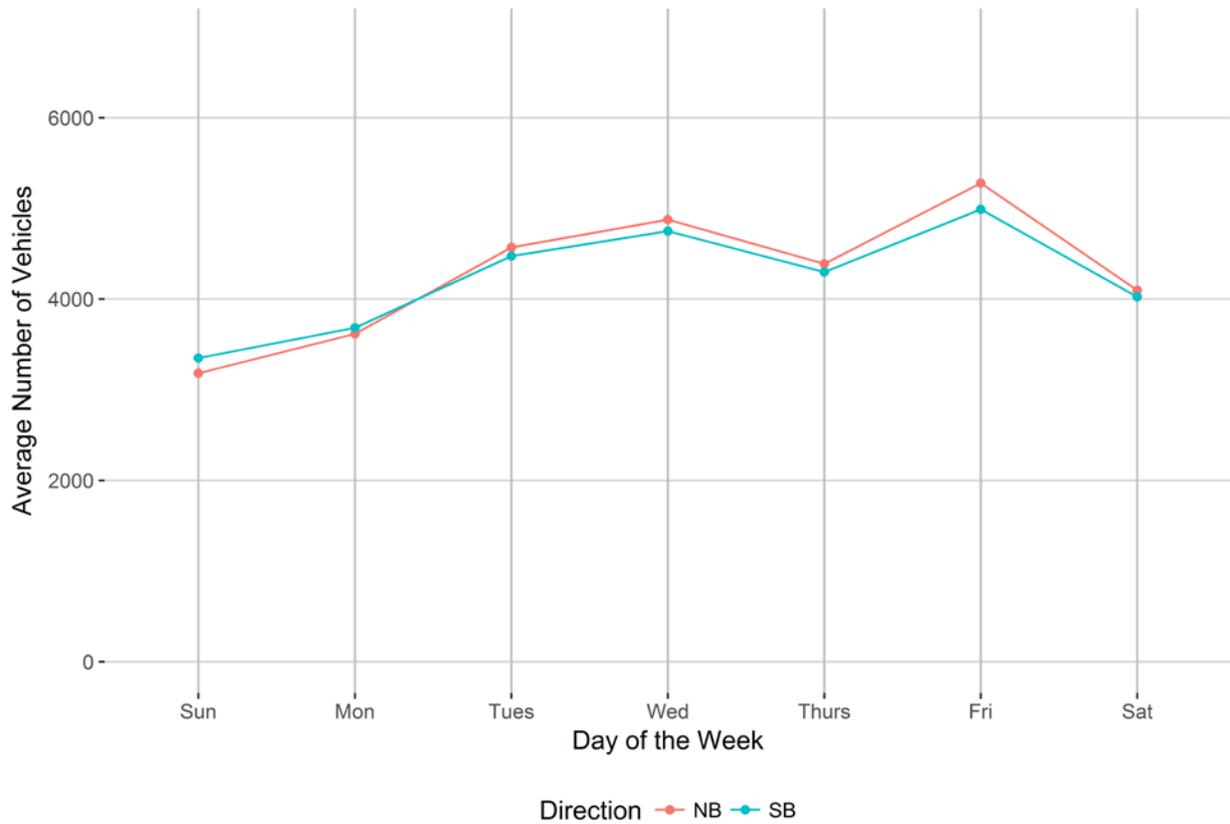


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

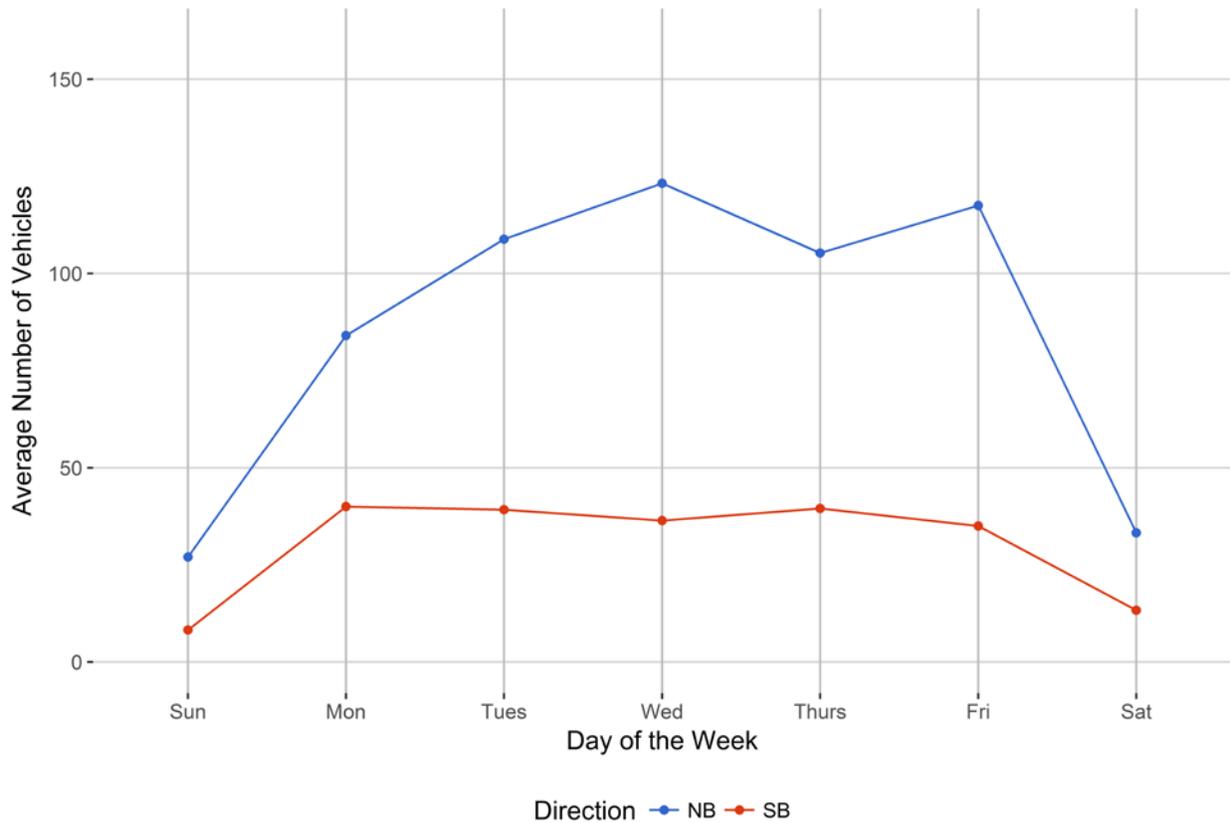


Figure 4 - Passenger Vehicles vs. Hour of the Day

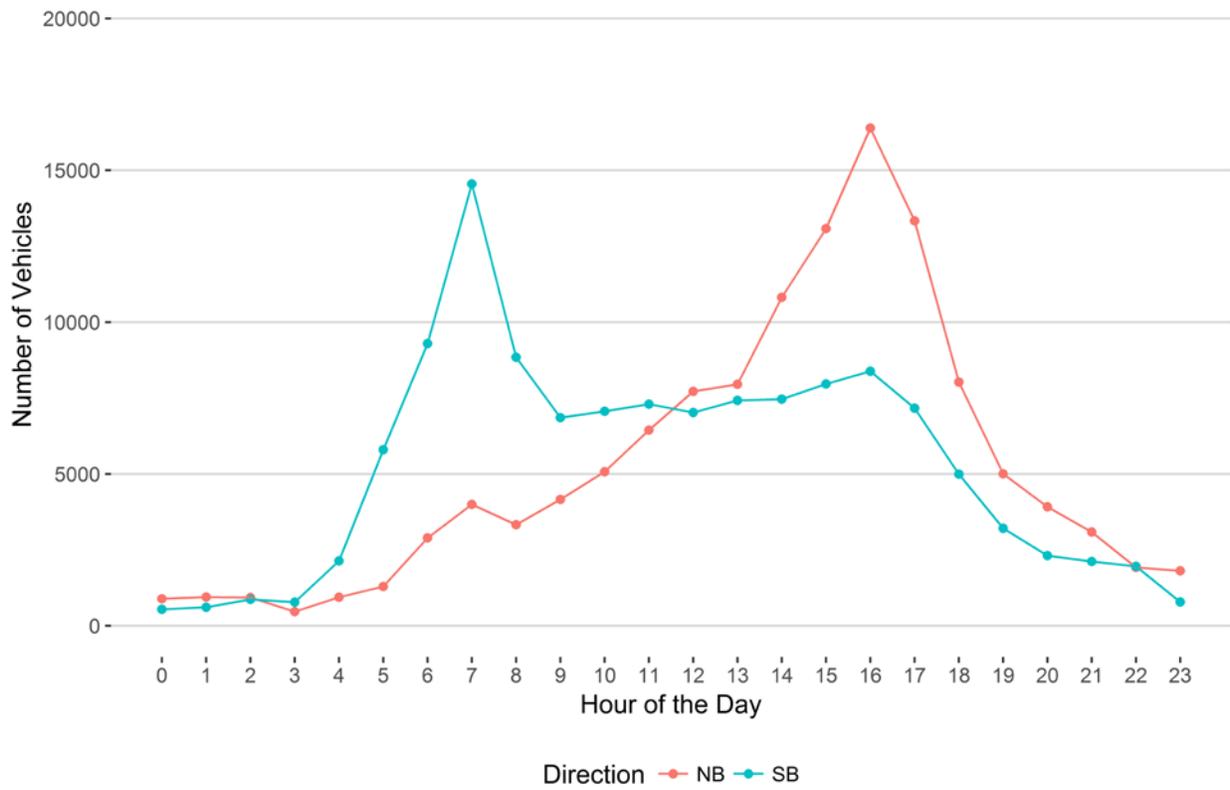


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

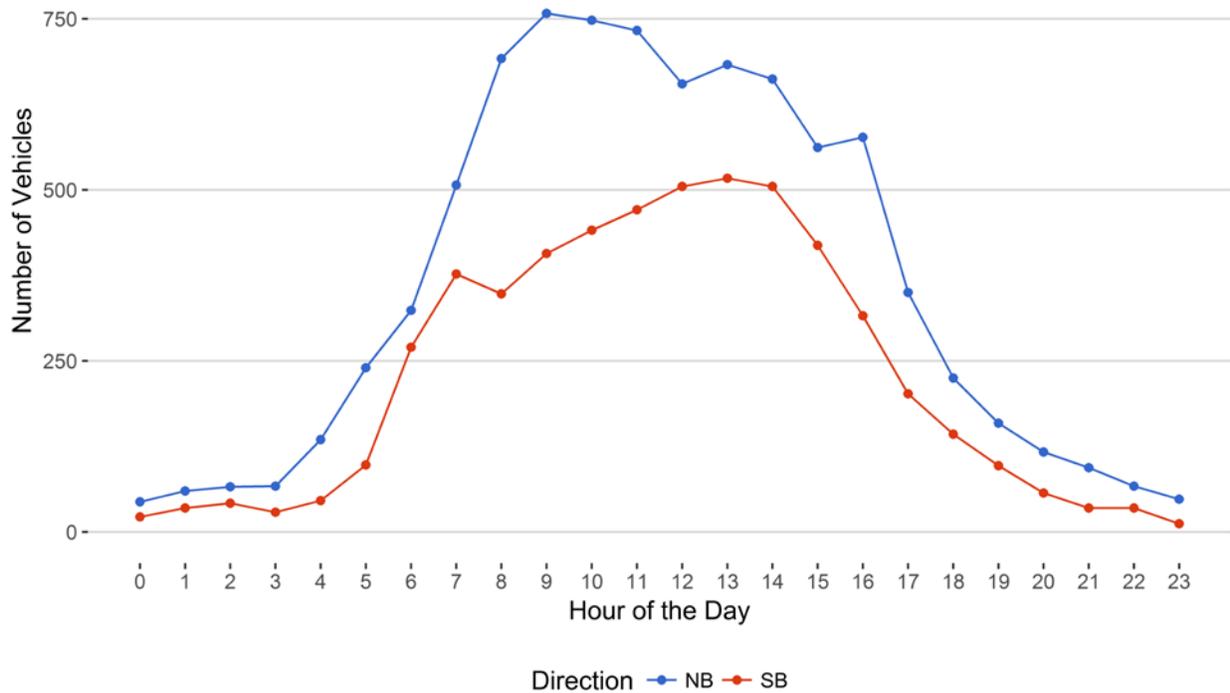


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

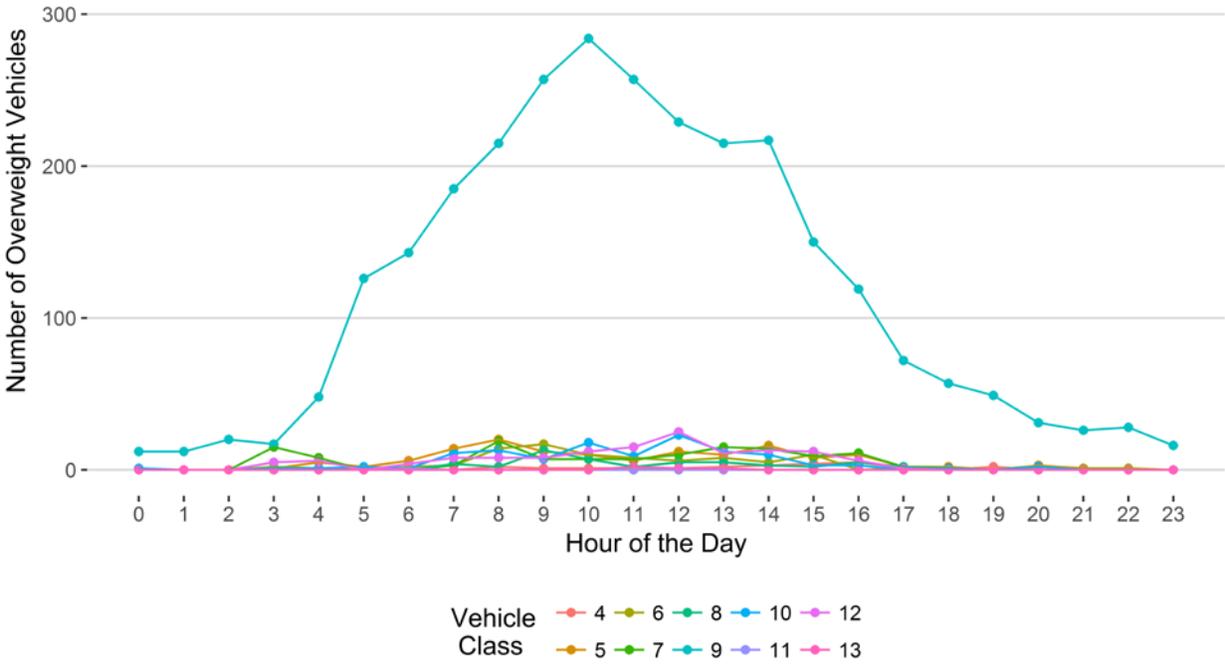


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

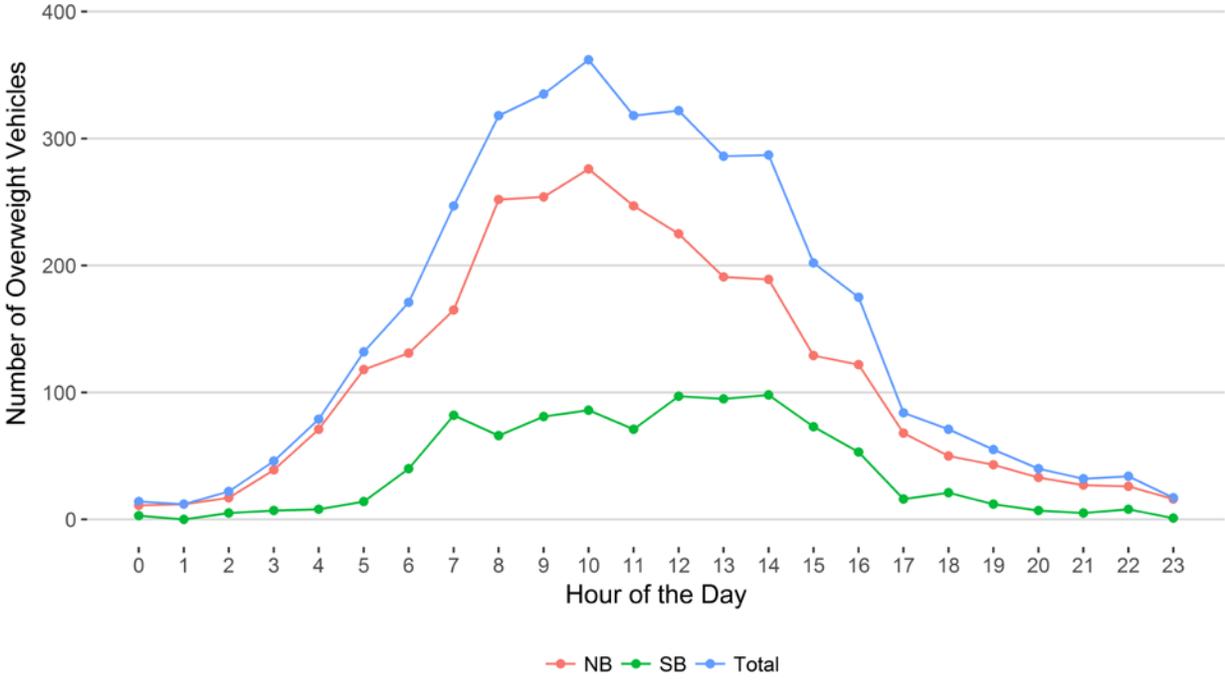
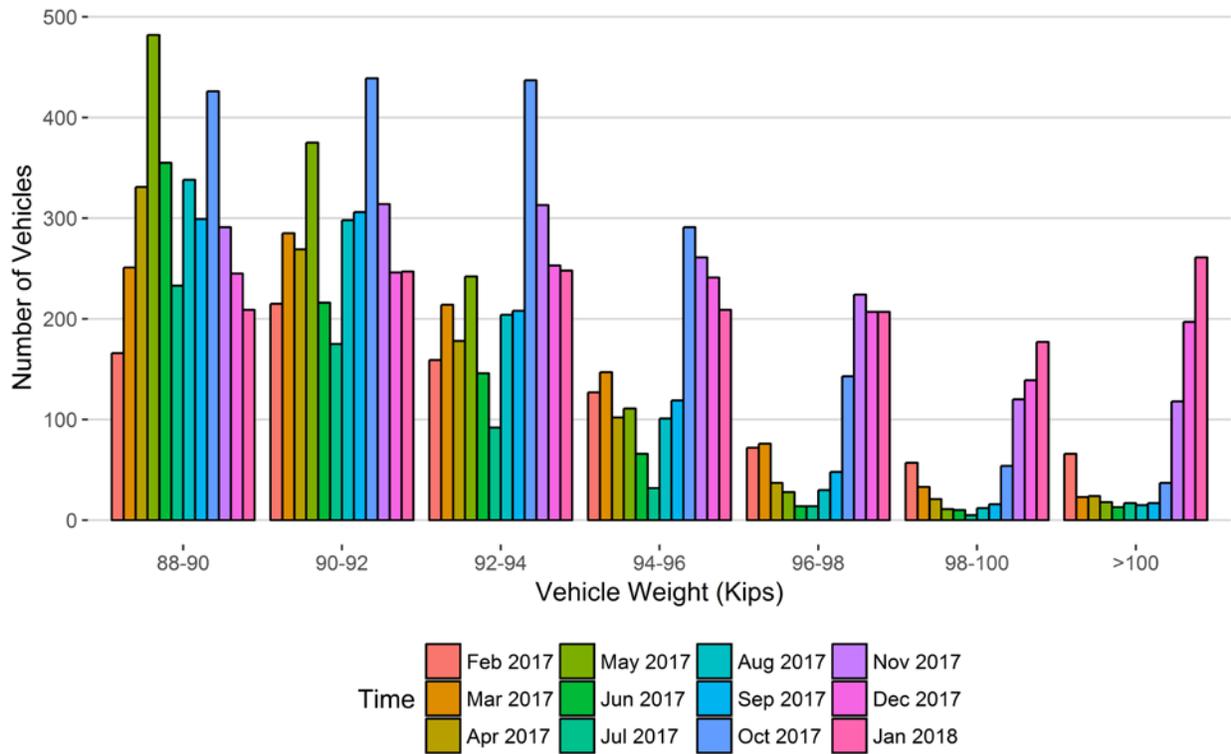
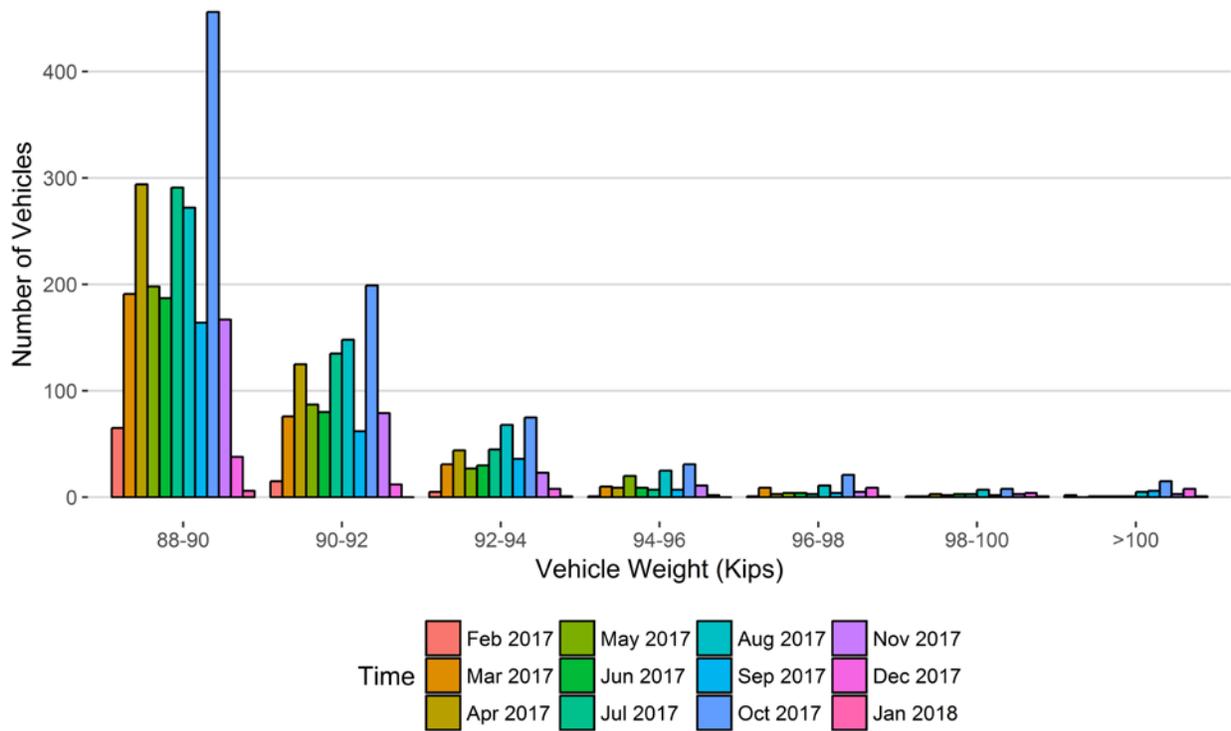


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018
88-90	166	251	331	482	355	233	338	299	426	291	245	209
90-92	215	285	269	375	216	175	298	306	439	314	246	247
92-94	159	214	178	242	146	92	204	208	437	313	253	248
94-96	127	147	102	111	66	32	101	119	291	261	241	209
96-98	72	76	37	28	14	14	30	48	143	224	207	207
98-100	57	33	21	11	10	5	12	16	54	120	139	177
>100	66	23	24	18	13	17	15	17	37	118	197	261
Total	862	1029	962	1267	820	568	998	1013	1827	1641	1528	1558

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



Vehicle Weights (Kips)	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018
88-90	65	191	294	198	187	291	272	164	456	167	38	6
90-92	15	76	125	87	80	135	148	62	199	79	12	0
92-94	5	31	44	27	30	45	68	36	75	23	8	1
94-96	1	10	9	20	9	7	25	7	31	11	2	0
96-98	1	9	3	4	4	3	11	4	21	5	9	1
98-100	1	1	3	2	3	3	7	2	8	3	4	1
>100	2	0	1	1	1	1	5	6	15	3	8	1
<b>Total</b>	<b>90</b>	<b>318</b>	<b>479</b>	<b>339</b>	<b>314</b>	<b>485</b>	<b>536</b>	<b>281</b>	<b>805</b>	<b>291</b>	<b>81</b>	<b>10</b>

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

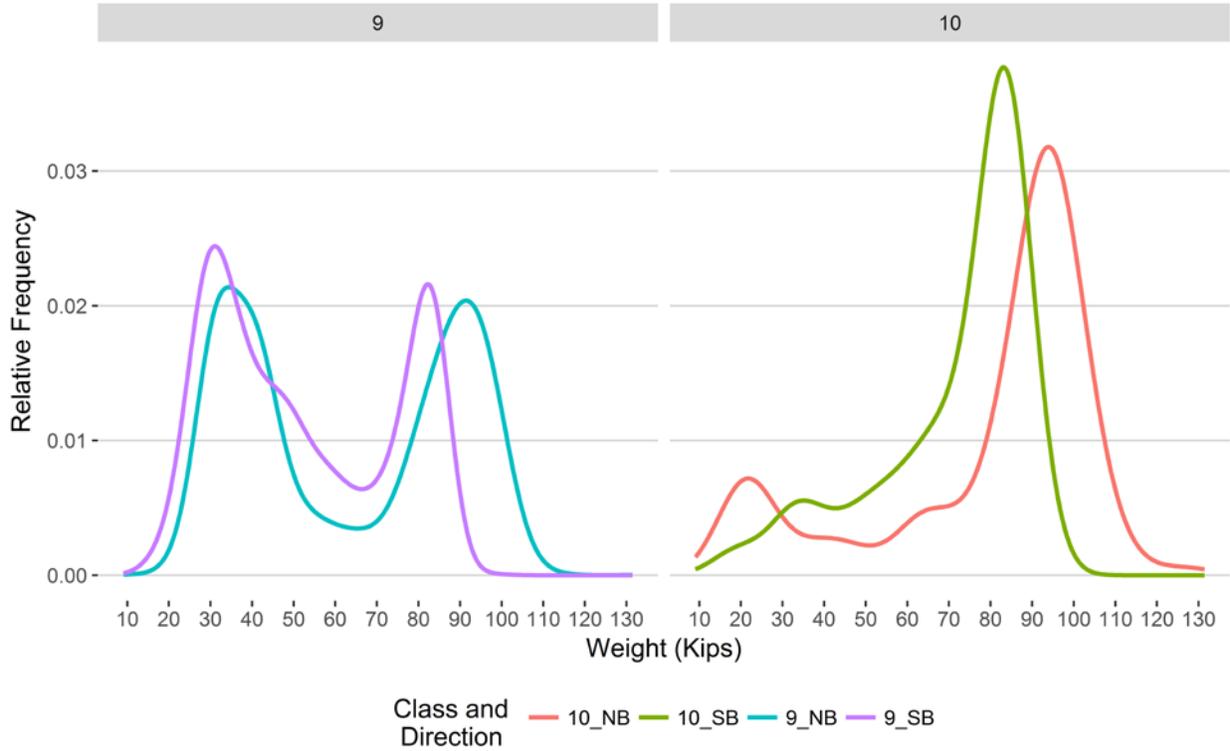


Figure 9 - Freight Percentage by Direction and Class

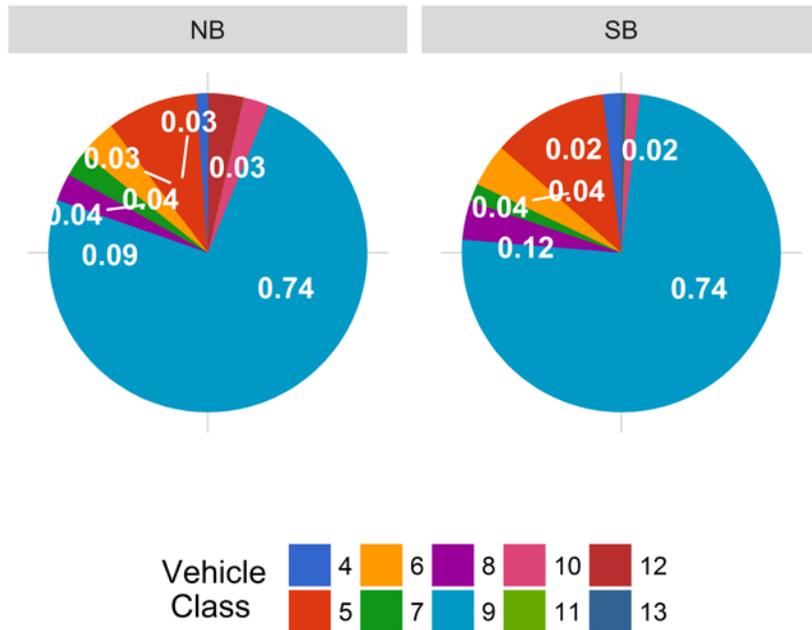


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

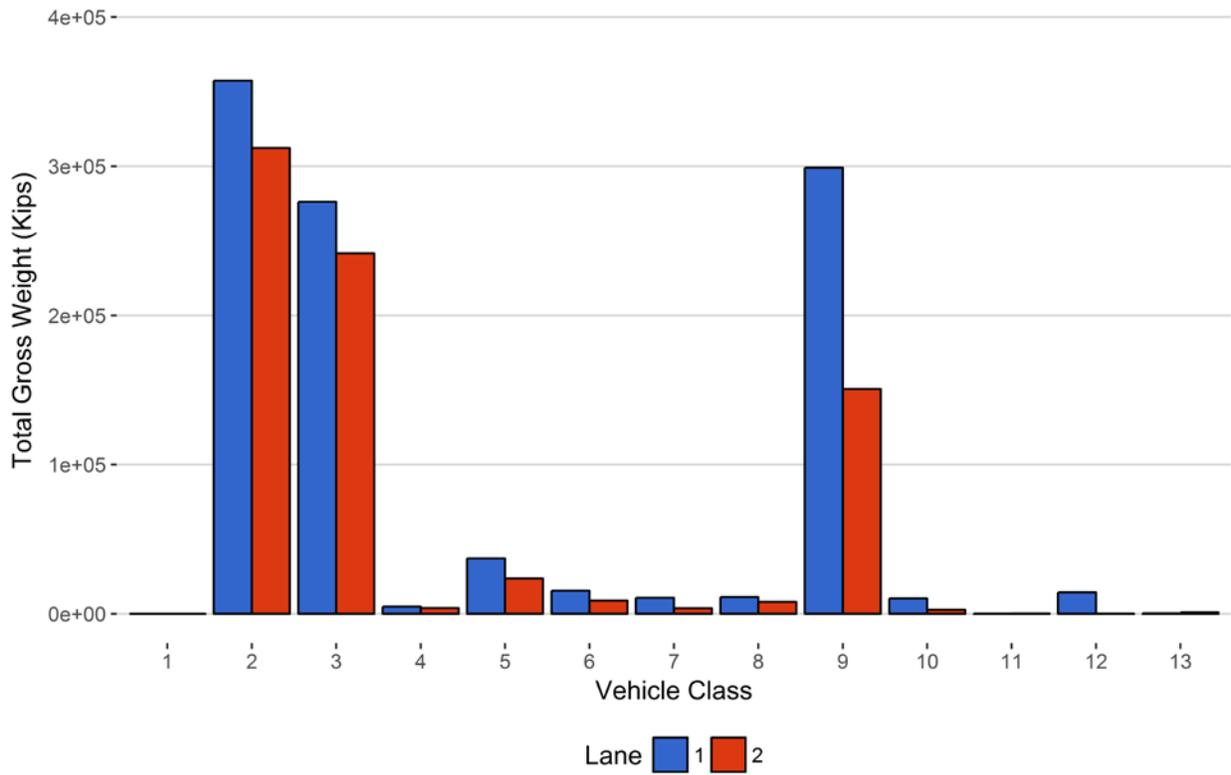


Figure 11 - Total Gross Vehicle Weight I

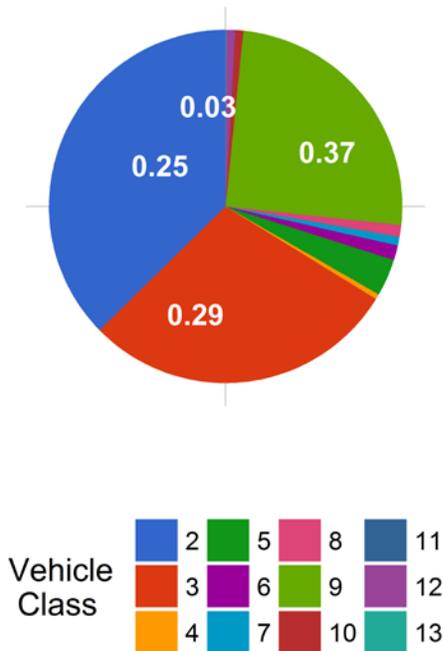


Figure 12 - Total ESALs by Class and Lane

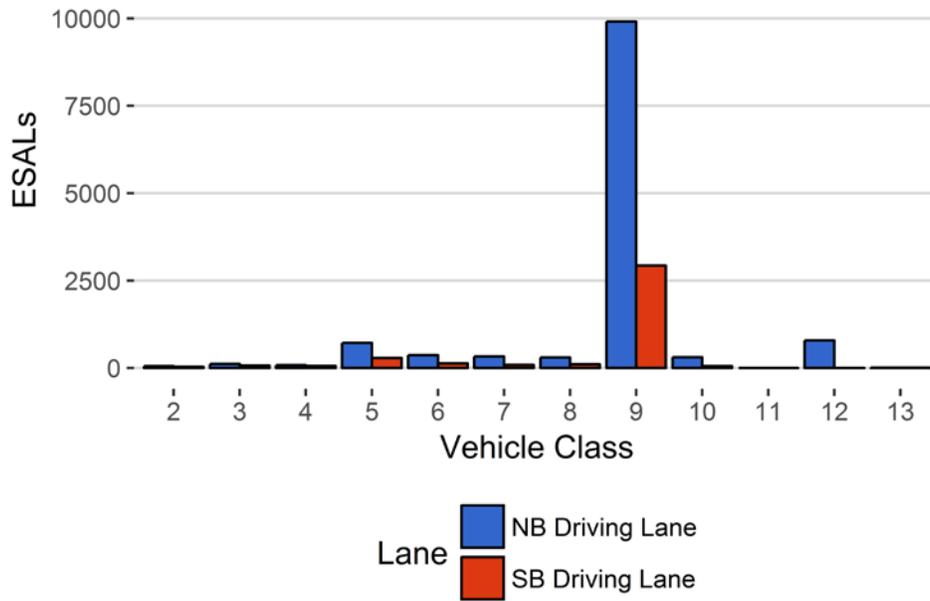
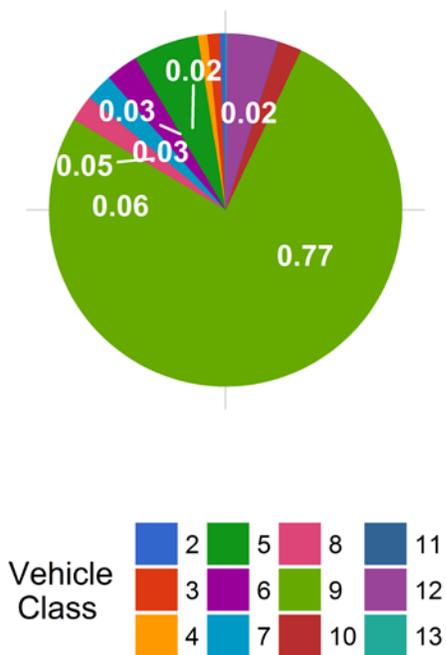


Figure 13 - ESALs by Class



**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>
June 2015	10.67	0.00	NA	NA
July 2015	10.69	0.14	NA	NA
August 2015	10.67	0.01	NA	NA
September 2015	10.99	2.99	NA	NA
October 2015	10.92	2.34	NA	NA
November 2015	11.12	4.23	NA	NA
December 2015	11.75	10.09	NA	NA
January 2016	12.04	12.78	NA	NA
February 2016	11.85	11.02	NA	NA
March 2016	11.55	8.21	NA	NA
April 2016	11.07	3.74	NA	NA
May 2016	10.92	2.32	NA	NA
June 2016	10.73	0.53	NA	NA
December 2016	12.24	14.68	NA	NA
January 2017	12.32	15.42	NA	NA
February 2017	12.06	12.99	NA	NA
March 2017	11.81	10.66	NA	NA
April 2017	11.42	6.97	NA	NA
May 2017	11.52	7.95	NA	NA
June 2017	11.34	6.28	NA	NA
July 2017	11.13	4.29	NA	NA
August 2017	11.45	7.28	NA	NA
September 2017	11.72	9.85	NA	NA
October 2017	11.77	10.24	NA	NA
November 2017	11.98	12.20	10.97	0.00
December 2017	12.35	15.66	10.95	-0.13
January 2018	12.53	17.39	10.89	-0.70

**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	0	0	0	0
2	5390	167085	62.2	0	0
3	2810	87121	32.5	0	0
4	11	330	0.1	24	0.7
5	139	4313	1.6	140	4
6	25	788	0.3	90	2.6
7	6	201	0.1	127	3.7
8	18	553	0.2	51	1.5
9	248	7695	2.9	2785	80.2
10	5	168	0.1	118	3.4
11	0	7	0	1	0
12	5	142	0.1	134	3.9
13	0	15	0	4	0.1
<b>TOTAL</b>	<b>8659</b>	<b>268418</b>	<b>100</b>	<b>3474</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>
2018-01-02	Tuesday	04:19:37	9	NB	1	131.47
2018-01-05	Friday	12:01:45	10	NB	1	127.81
2018-01-31	Wednesday	16:38:10	10	NB	1	115.91
2018-01-16	Tuesday	16:13:25	9	NB	1	114.23
2018-01-23	Tuesday	15:18:27	9	SB	2	113.69
2018-01-31	Wednesday	13:54:00	9	NB	1	113.23
2018-01-29	Monday	13:18:03	9	NB	1	112.21
2018-01-25	Thursday	07:07:41	9	SB	2	111.14
2018-01-09	Tuesday	03:43:45	9	NB	1	111.06
2018-01-23	Tuesday	12:13:54	9	NB	1	111.04

**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	180	11	6.1	4583	151	1024
5	NB	8	2499	159	6.4	36034	1084	8657
6	NB	19	474	25	5.3	15078	414	3273
7	NB	11.5	135	0	0	10711	0	4579
8	NB	31	297	75	25.3	9662	1550	1390
9	NB	33	4715	804	17.1	275008	24043	72972
10	NB	33.5	129	16	12.4	9946	348	3080
11	NB	36.5	2	1	50	75	35	19
12	NB	36.5	138	1	0.7	14253	36	4626
13	NB	31.5	4	0	0	341	0	107
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>8573</b>	<b>1092</b>	<b>****</b>	<b>375691</b>	<b>****</b>	<b>99729</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	145	21	14.5	3531	266	835
5	SB	8	1750	313	17.9	21535	2146	5020
6	SB	19	302	37	12.3	8191	646	1578
7	SB	11.5	63	1	1.6	3702	10	1495
8	SB	31	248	120	48.4	4949	2991	490
9	SB	33	2866	749	26.1	129708	20949	29923
10	SB	33.5	37	3	8.1	2561	83	711
11	SB	36.5	5	0	0	211	0	14
12	SB	36.5	2	0	0	95	0	11
13	SB	31.5	11	0	0	864	0	259
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>5429</b>	<b>1244</b>	<b>****</b>	<b>175348</b>	<b>****</b>	<b>40337</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>14002</b>	<b>2336</b>	<b>252</b>	<b>551039</b>	<b>54752</b>	<b>140066</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>
2	357426	312236	669662	37.3
3	276126	241686	517812	28.9
4	4735	3797	8531	0.5
5	37118	23681	60799	3.4
6	15492	8837	24329	1.4
7	10711	3713	14424	0.8
8	11212	7940	19152	1.1
9	299051	150656	449707	25.1
10	10294	2644	12938	0.7
11	110	211	322	0
12	14290	95	14385	0.8
13	341	864	1205	0.1
<b>TOTAL</b>	<b>1036903</b>	<b>756361</b>	<b>1793265</b>	<b>100</b>
<b>GVW/LANE</b>	<b>57.82</b>	<b>42.18</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>
2	55	35	89	0.5	0.0011
3	117	72	190	1.1	0.0045
4	86	61	147	0.9	0.91
5	716	289	1005	6	0.48
6	366	131	497	3	1.28
7	330	92	421	2.5	4.16
8	303	106	409	2.4	1.5
9	9908	2928	12836	76.5	3.39
10	309	54	362	2.2	4.19
11	4	1	5	0	1.15
12	789	0	790	4.7	10.5
13	10	13	23	0.1	2.11
<b>TOTAL</b>	<b>12993</b>	<b>3781</b>	<b>16774</b>	<b>100</b>	<b>30</b>
<b>ESALS/LANE</b>	<b>77.5</b>	<b>22.5</b>	<b>100</b>	<b>--</b>	<b>--</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>
Feb 2017	260963	9320	451	248342	95.2	12621	4.8
Mar 2017	305857	9866	550	288797	94.4	17059.7	5.6
Apr 2017	321159	10705	693	300372	93.5	20786.5	6.5
May 2017	349177	11264	765	325468	93.2	23709.1	6.8
Jun 2017	349162	11639	736	327073	93.7	22089.1	6.3
Jul 2017	354079	11422	715	331913	93.7	22165.7	6.3
Aug 2017	354421	11433	730	331779	93.6	22642	6.4
Sep 2017	338356	11278	628	319523	94.4	18833.1	5.6
Oct 2017	343020	11065	824	317468	92.6	25552.3	7.4
Nov 2017	303958	10132	771	280842	92.4	23115.7	7.6
Dec 2017	285393	9206	517	269359	94.4	16033.9	5.6
Jan 2018	268418	8659	458	254206	94.7	14212.3	5.3
<b>TOTAL</b>	<b>3833963</b>	--	--	<b>3595142</b>	--	<b>238820</b>	--
<b>AVERAGE</b>	<b>319497</b>	<b>10499</b>	<b>653</b>	<b>299595</b>	<b>94</b>	<b>19902</b>	<b>6</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>
Feb 2017	8227	4126	12353	52.6
Mar 2017	10117	8148	18265	46.6
Apr 2017	10616	13400	24015	14.3
May 2017	14149	12548	26697	37.9
Jun 2017	11864	13976	25840	11.1
Jul 2017	9377	12681	22058	14.9
Aug 2017	11833	10856	22689	35.5
Sep 2017	11326	7820	19146	39.6
Oct 2017	16158	14178	30336	54.8
Nov 2017	13931	13631	27562	64.3
Dec 2017	12322	15703	28025	6.1
Jan 2018	13225	63899	77125	1.3
<b>TOTAL</b>	<b>143146</b>	--	--	--
<b>AVERAGE</b>	<b>11929</b>	<b>15914</b>	<b>27843</b>	<b>32</b>

## Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Feb 2017	1042006	768108	1810114
Mar 2017	880928	760960	1641888
Apr 2017	1074030	982719	2056749
May 2017	1155314	1162378	2317692
Jun 2017	1309307	1237339	2546646
Jul 2017	1254733	1166909	2421642
Aug 2017	1218934	1201483	2420417
Sep 2017	1281093	1117290	2398383
Oct 2017	1192872	886922	2079794
Nov 2017	1348963	1230966	2579929
Dec 2017	1193526	1151819	2345345
Jan 2018	1053347	897894	1951241
<b>TOTAL</b>	<b>14005052</b>	<b>12564786</b>	<b>26569838</b>
<b>AVERAGE</b>	<b>1167088</b>	<b>1047066</b>	<b>2214153</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>
Feb 2017	2565	1	20.2	965	126
Mar 2017	4127	1.4	24.1	1361	60
Apr 2017	5791	1.8	27.6	1452	50
May 2017	6402	1.8	26.8	1623	32
Jun 2017	5388	1.6	24.4	1146	29
Jul 2017	5015	1.5	22.8	1077	27
Aug 2017	5251	1.6	23.9	1548	40
Sep 2017	4201	1.4	24.1	1299	42
Oct 2017	6940	2.1	27.6	2647	116
Nov 2017	6351	2.1	27.3	1950	249
Dec 2017	4001	1.4	24.8	1624	355
Jan 2018	3654	1.4	25.6	1662	489
<b>TOTAL</b>	<b>59686</b>	<b>--</b>	<b>--</b>	<b>18354</b>	<b>1615</b>
<b>AVERAGE</b>	<b>4973.8</b>	<b>1.6</b>	<b>24.9</b>	<b>1529.5</b>	<b>134.6</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>
Feb 2017	70115	43556	113671	61.7	38.3
Mar 2017	86168	79523	165690	52	48
Apr 2017	90941	126368	217308	41.8	58.2
May 2017	121671	121456	243127	50	50
Jun 2017	105779	111019	216798	48.8	51.2
Jul 2017	83119	125679	208797	39.8	60.2
Aug 2017	105106	107931	213036	49.3	50.7
Sep 2017	101507	67273	168780	60.1	39.9
Oct 2017	135067	129224	264291	51.1	48.9
Nov 2017	110561	134530	245092	45.1	54.9
Dec 2017	95309	64155	159463	59.8	40.2
Jan 2018	99729	40337	140066	71.2	28.8
<b>TOTAL</b>	<b>1205070</b>	<b>1151050</b>	<b>2356120</b>	--	--
<b>AVERAGE</b>	<b>100422.5</b>	<b>95920.8</b>	<b>196343.4</b>	<b>52.6</b>	<b>47.4</b>