

DECEMBER 2019



**WIM #42  
US 61,  
MP 119.6  
COTTAGE  
GROVE,  
MINNESOTA**

**MONTHLY  
REPORT**



*Your Destination...Our Priority*



## WIM Site Location

WIM #42 is located on US 61 near Cottage Grove in Washington county.

## System Operation

WIM #42 was operational for the entire month of December 2019. Volume was computed using all monthly data.

## System Calibration

WIM #42 was most recently calibrated on 2019-05-13. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation <sup>2</sup>. Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

## Summary of Volume Statistics

Total Monthly Volume: 961963 | Passenger Vehicles: 934003 | Heavy Commercial Vehicles: 27960

Monthly Average Daily Traffic (MADT): 31239 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 902

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 5's and Class 9's.

### Overweight HCVs

**Volume trends.** Of a total of 27960 HCVs, 2170 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 0.2% of total monthly volume, and 8.3% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Mondays, with lowest volumes reported on Wednesdays. SB overweight vehicles tended to reach highest volumes on Thursdays, with lowest volumes reported on Saturdays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 5 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 85.8% 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 June.

WIMs are currently used as a screening tool for weight enforcement, and it is estimated that the WIM scales can measure gross vehicle weights (GVW) within 90-95% of static weight scale measurements. Due to the possibility of measurement error, vehicles exceeding 10% of their legal weight limits (or 1.1 times their legal weight limits) are considered overweight in this report <sup>4</sup>.

Using normal load limits ,10 NB vehicles exceeded 88,000 pounds (8 vehicles were Class 9's; 1 vehicles were Class 10's). Of vehicles traveling SB,

261 NB vehicles exceeded 88,000 pounds (184 vehicles were Class 9's; 48 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from December 2019.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in December 2019. Data suggests that there were greater numbers of empty Class 9's than fully\_loaded 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 140901 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (70.3%) than NB (29.7%). See Table 4 and Figure 11 for more freight information.

####**Infrastructure Considerations Bridge.** Bridge No. 5895 (Hastings Bridge) is approximately 1.9 miles south of WIM #42, and Bridge No. 82J16 is 1.0 miles north of WIM #42. WIM #42 recorded a total of 961963 vehicles with a combined GVW of 4774542 kips (1 kip = 1,000 pounds = 0.5 tons) in December 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 13460 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 72.9% of all ESALs were recorded SB while 27.1% was observed NB. In particular, 52% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 7% 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:

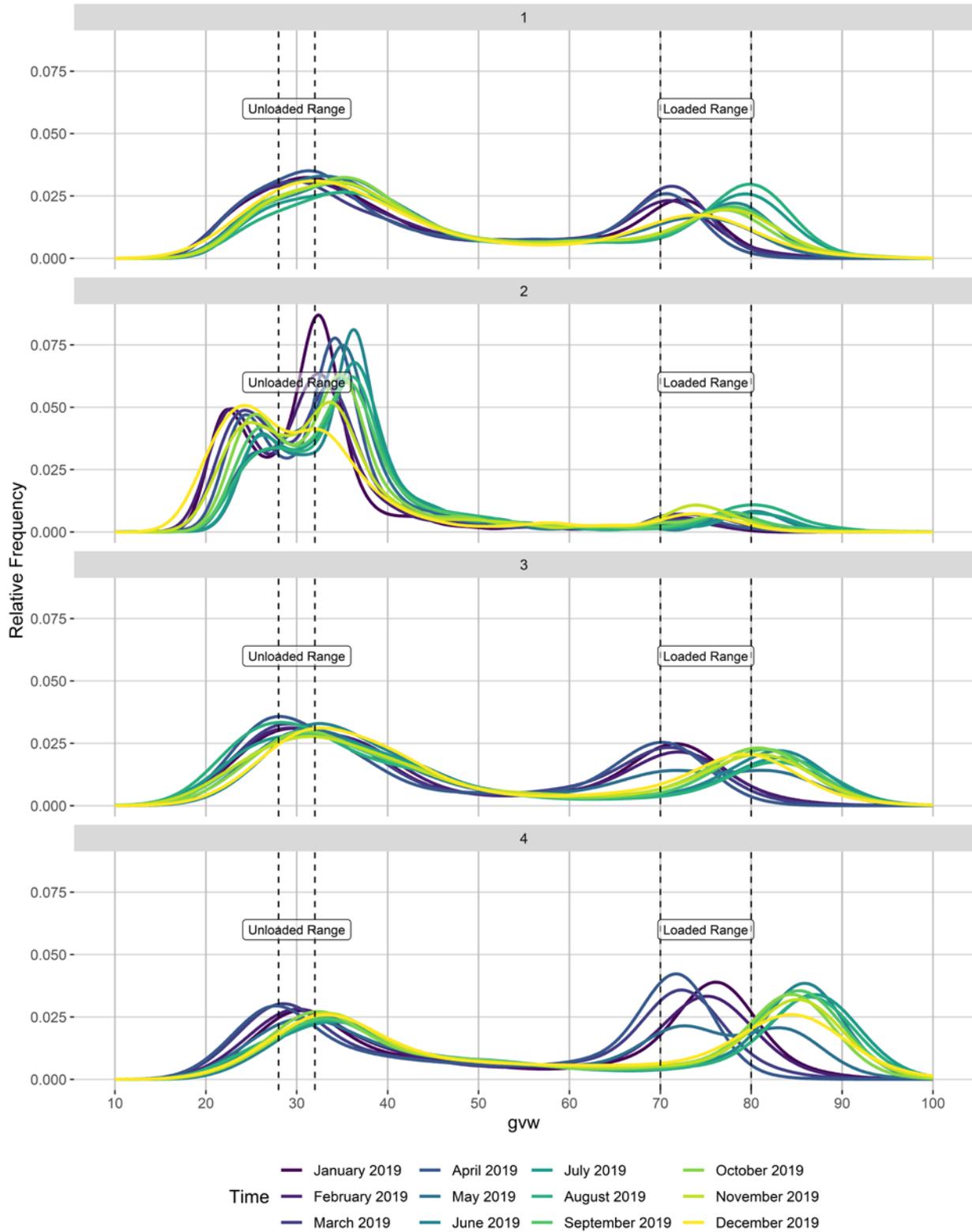
<http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html> MnDOT's vehicle

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.

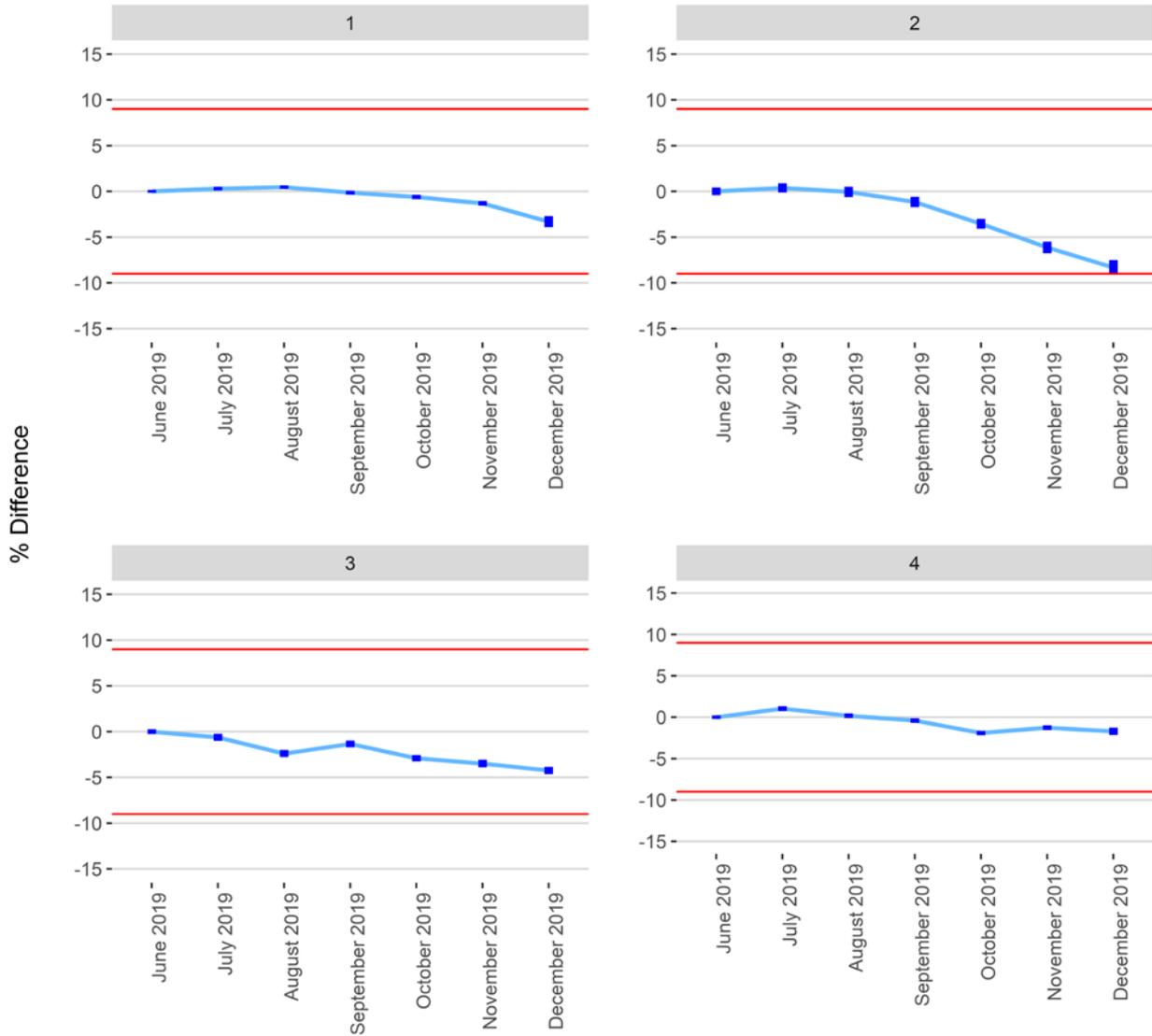
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Figure 1 - Monthly Class 9 GVW Histogram



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

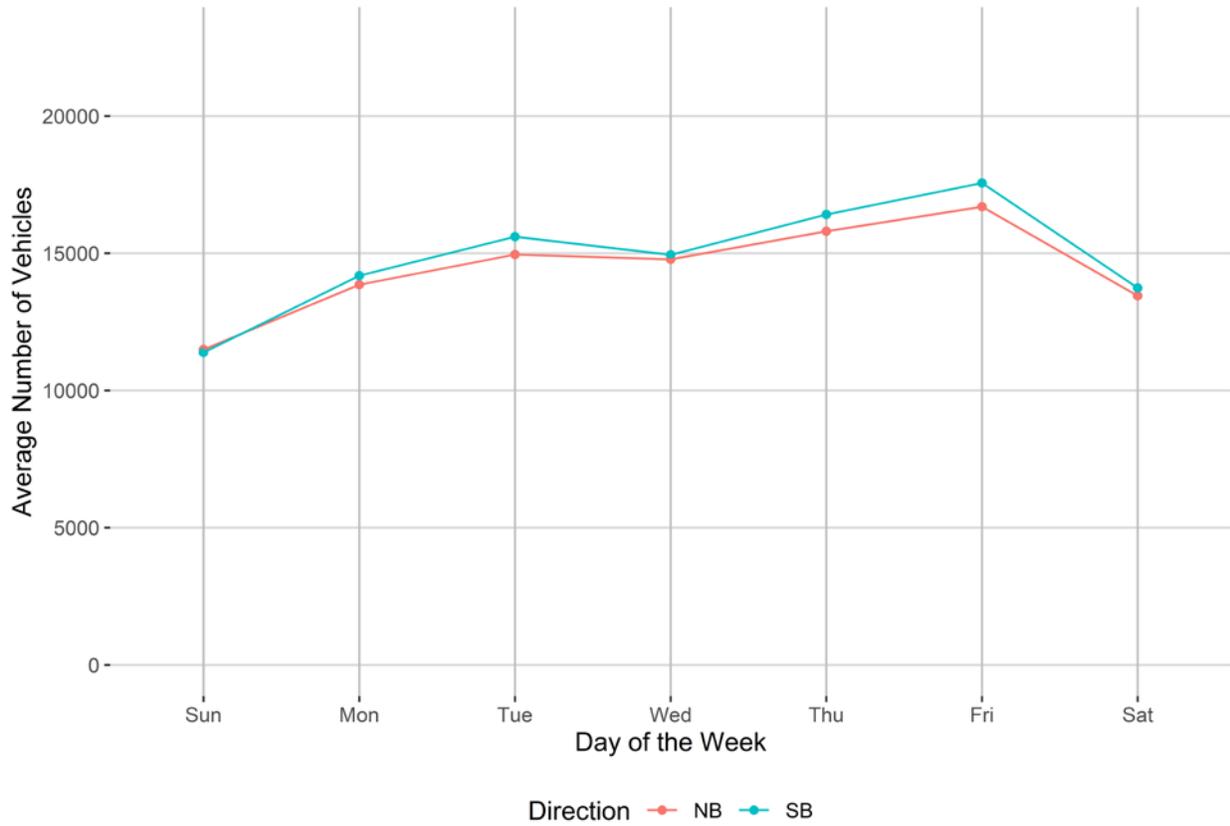


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

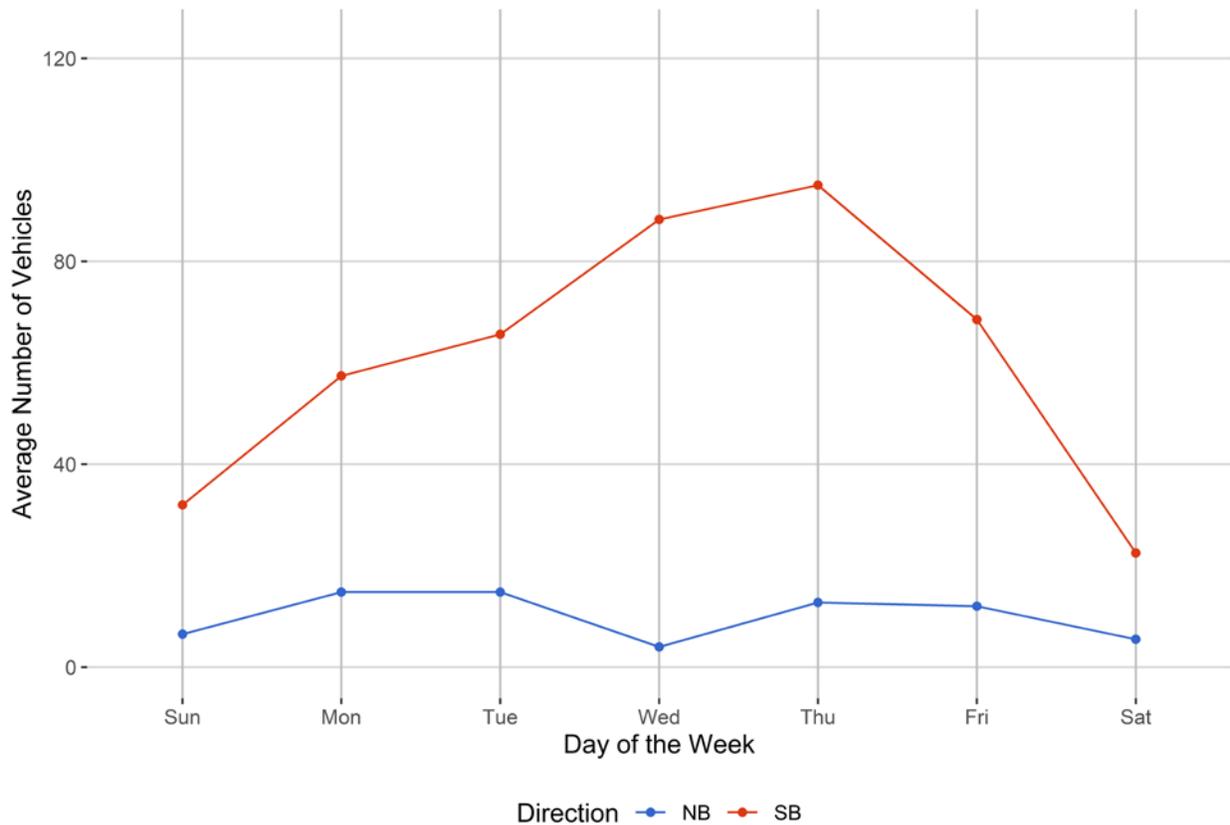


Figure 4 - Passenger Vehicles vs. Hour of the Day

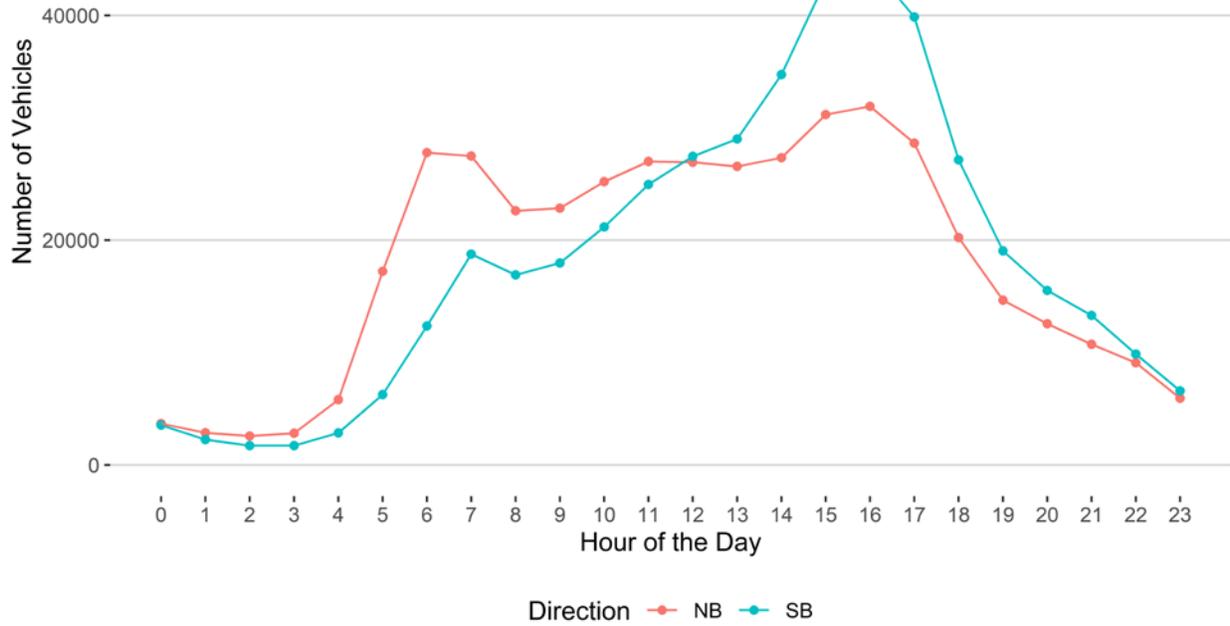


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

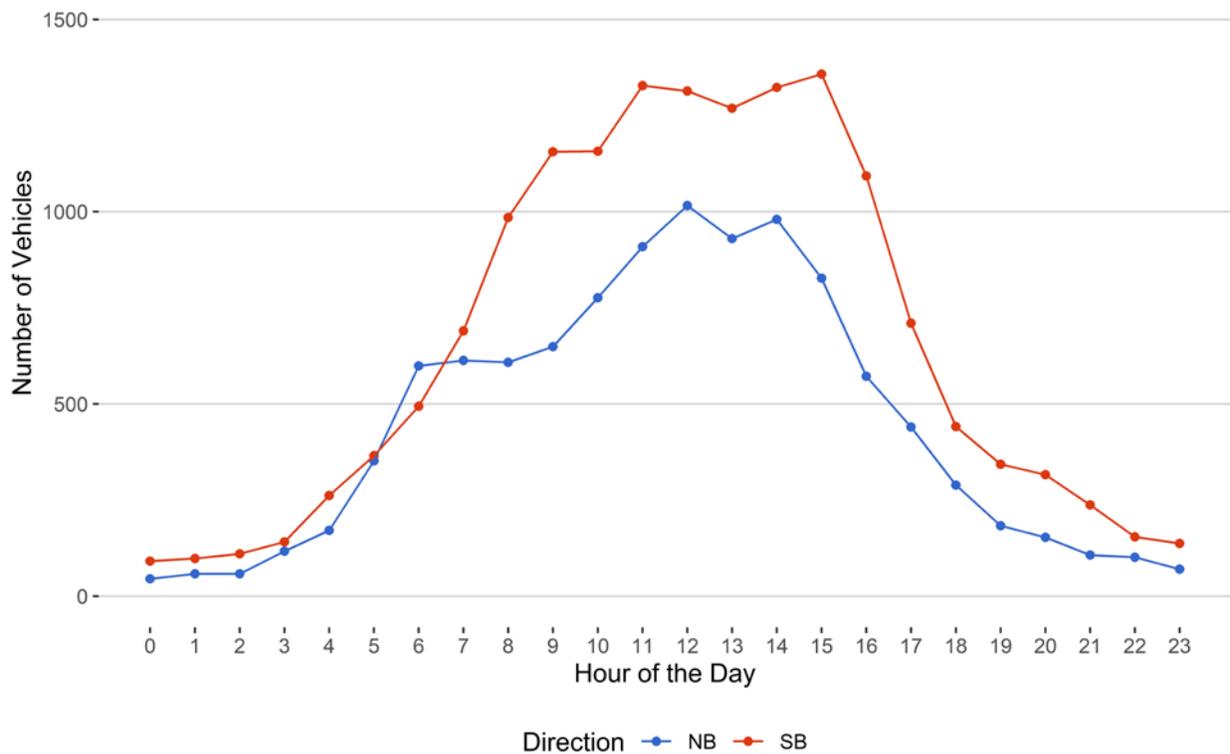




Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

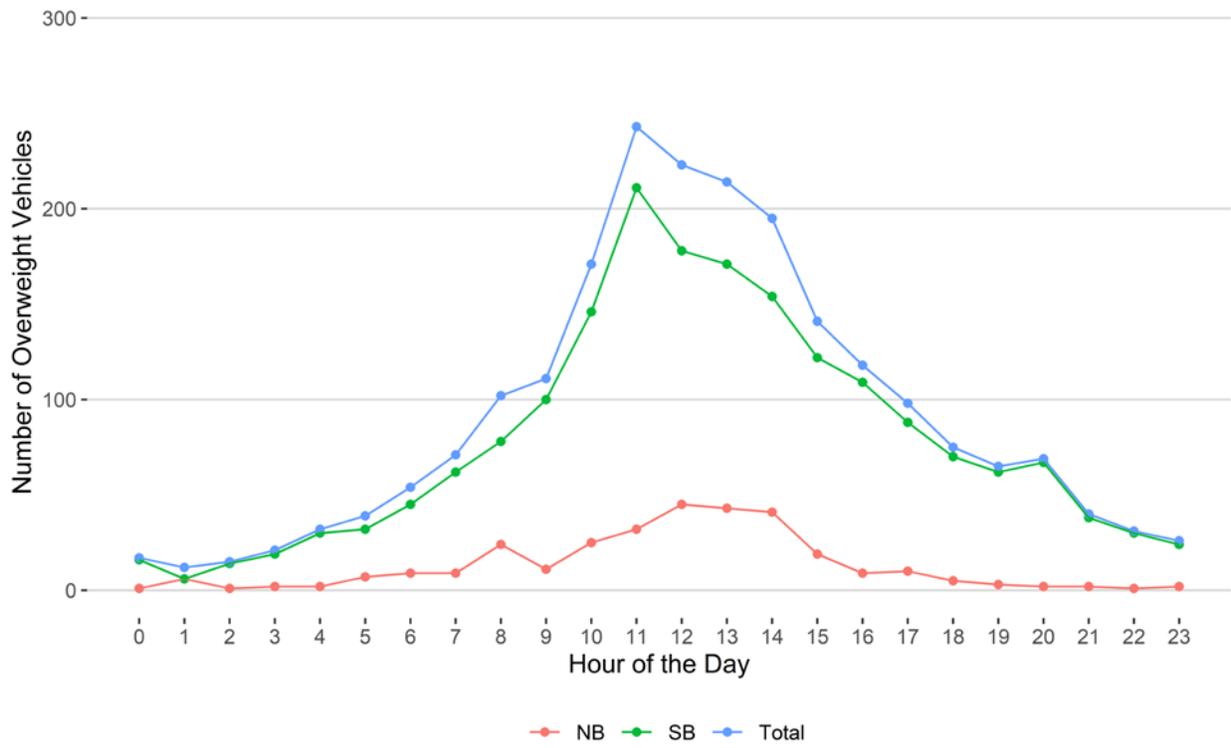
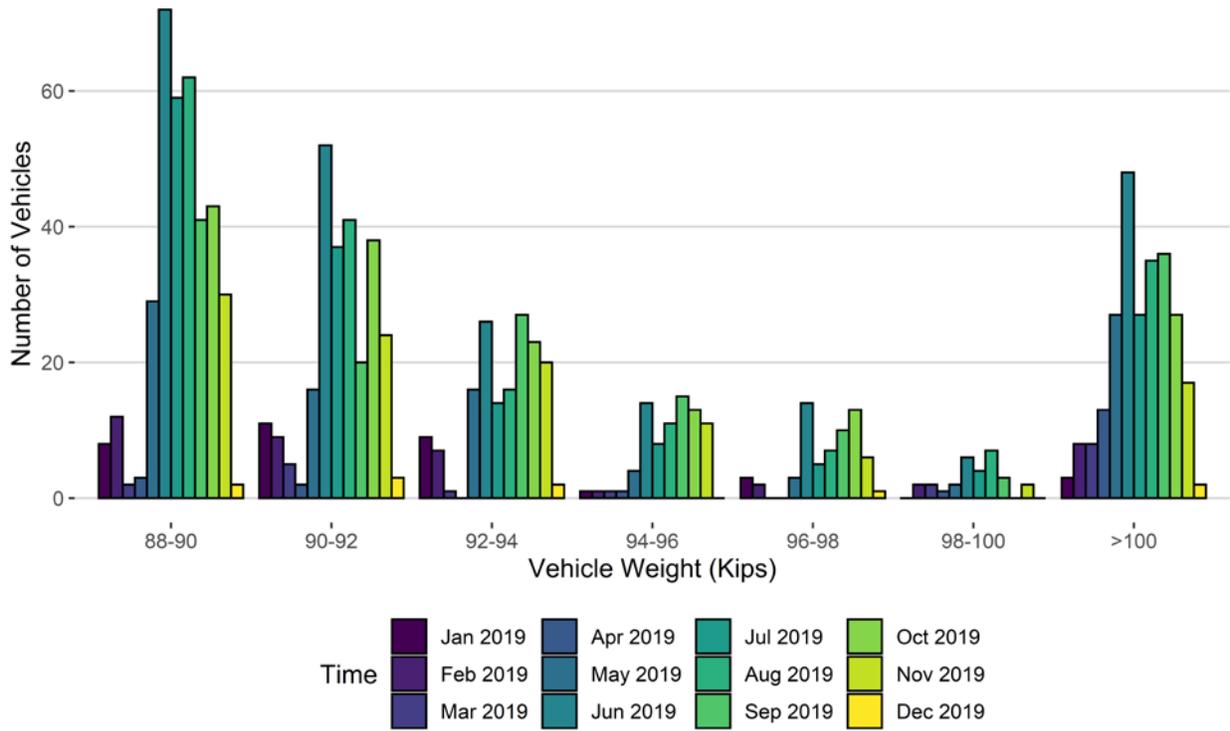
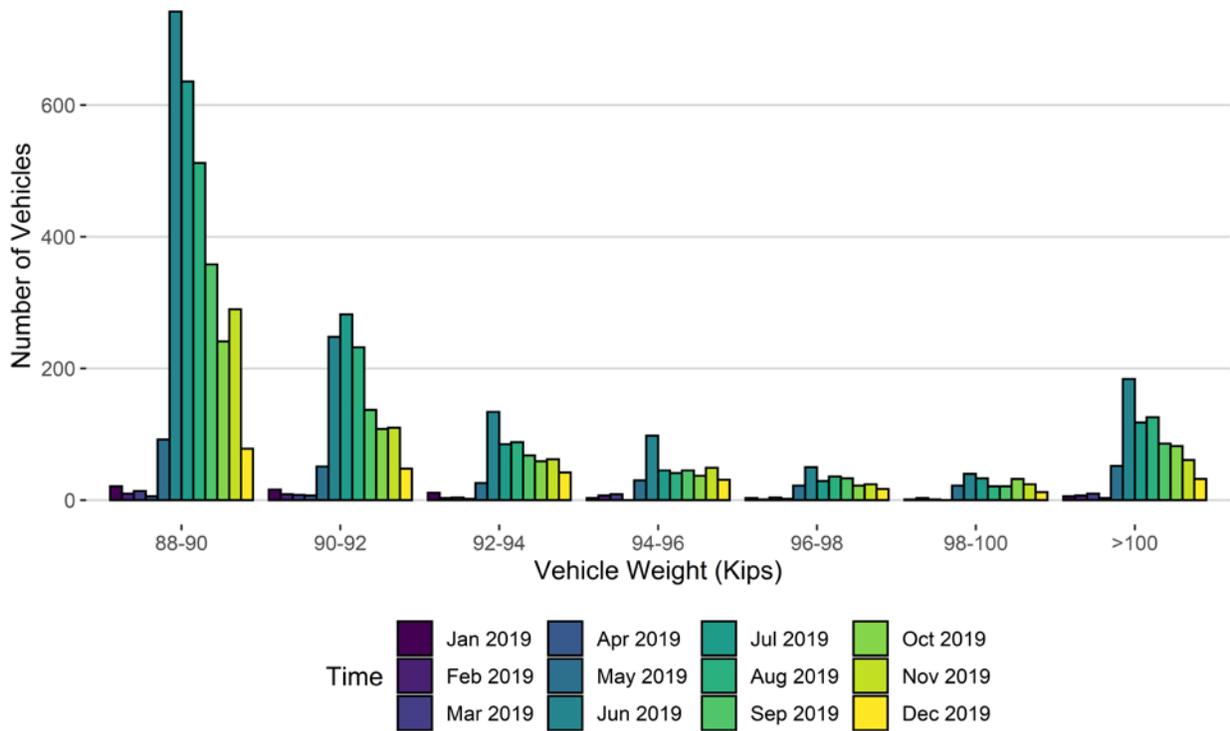


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019
88-90	8	12	2	3	29	72	59	62	41	43	30	2
90-92	11	9	5	2	16	52	37	41	20	38	24	3
92-94	9	7	1	0	16	26	14	16	27	23	20	2
94-96	1	1	1	1	4	14	8	11	15	13	11	0
96-98	3	2	0	0	3	14	5	7	10	13	6	1
98-100	0	2	2	1	2	6	4	7	3	0	2	0
>100	3	8	8	13	27	48	27	35	36	27	17	2
Total	35	41	19	20	97	232	154	179	152	157	110	10

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



Vehicle Weights (Kips)	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019
88-90	21	10	14	6	92	742	636	512	358	241	290	78
90-92	16	9	8	7	51	248	282	232	137	108	110	48
92-94	11	3	4	2	26	134	85	88	68	59	62	42
94-96	3	7	9	0	30	98	45	41	45	37	49	31
96-98	3	1	4	2	22	50	29	36	33	22	24	17
98-100	1	3	1	0	22	40	33	21	21	32	24	12
>100	6	7	10	3	52	184	118	126	86	82	61	32
Total	61	40	50	20	295	1496	1228	1056	748	581	620	260

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

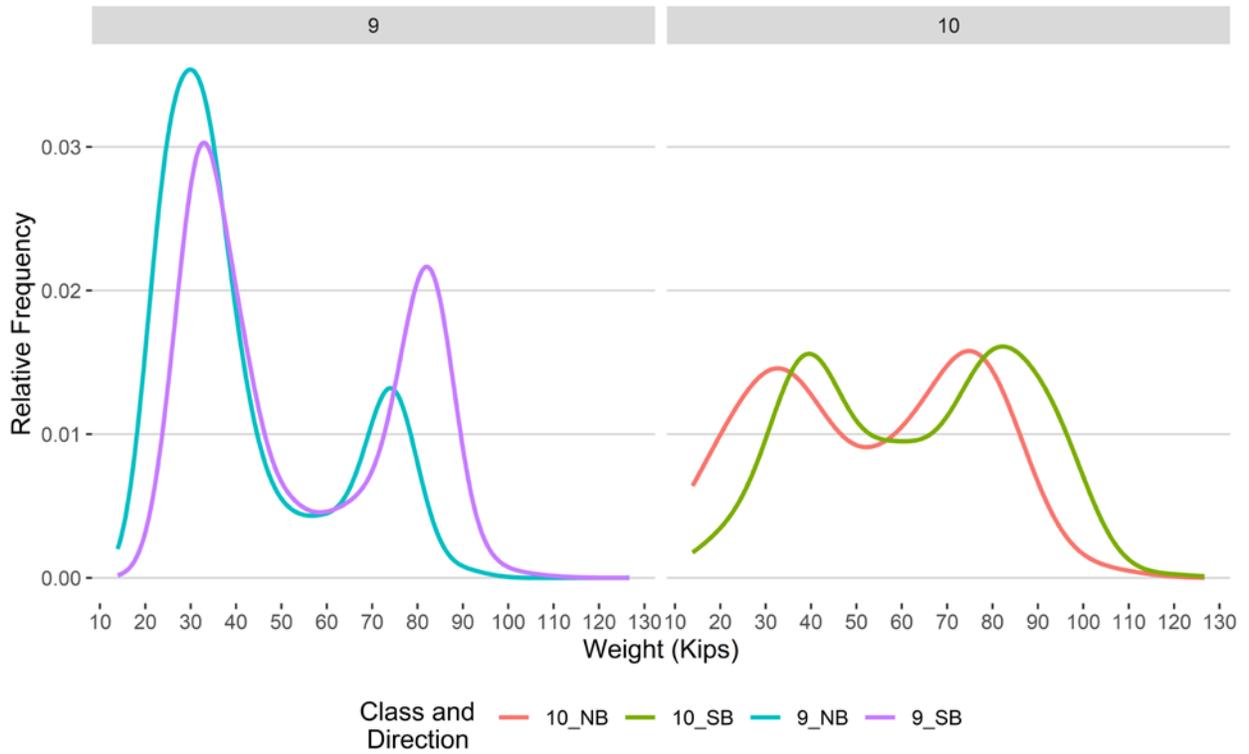


Figure 9 - Freight Percentage by Direction and Class

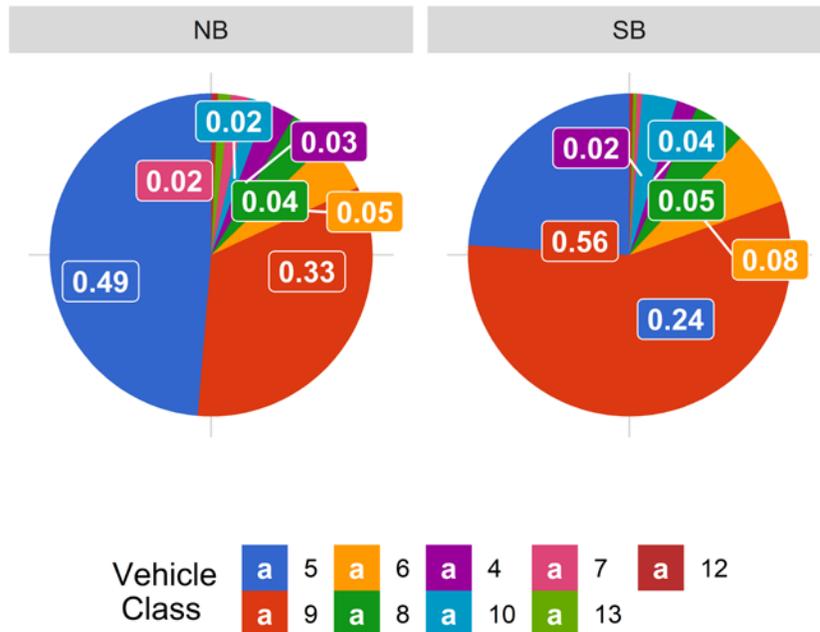


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

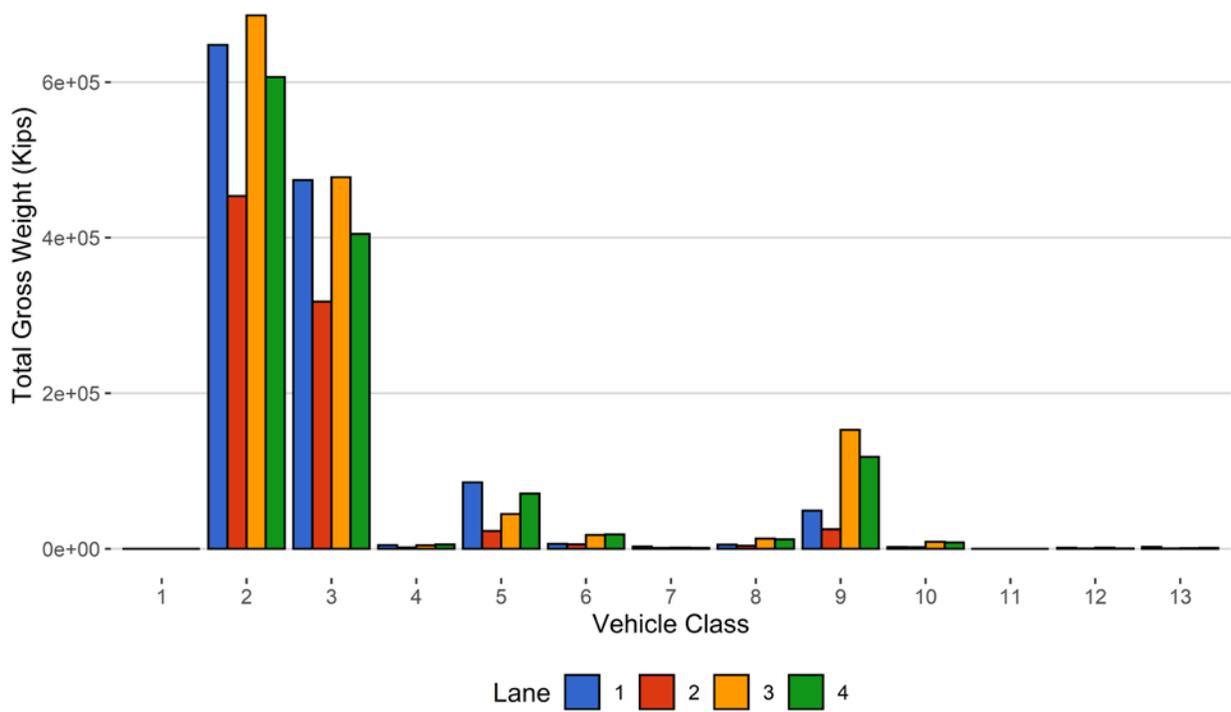


Figure 11 - Total Gross Vehicle Weight t

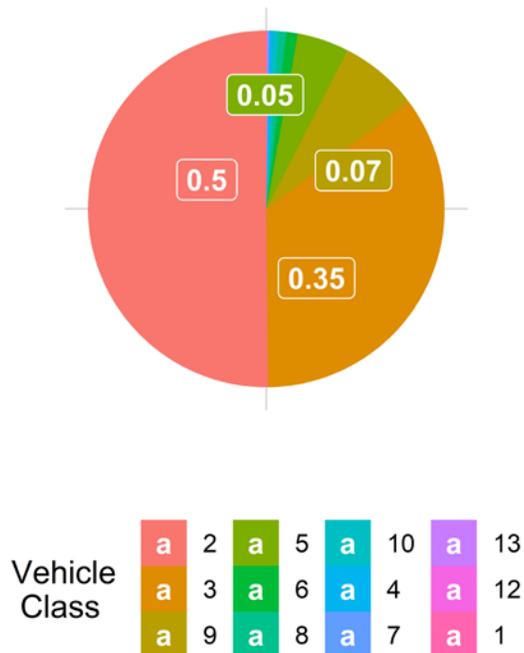


Figure 12 - Total ESALs by Class and Lane

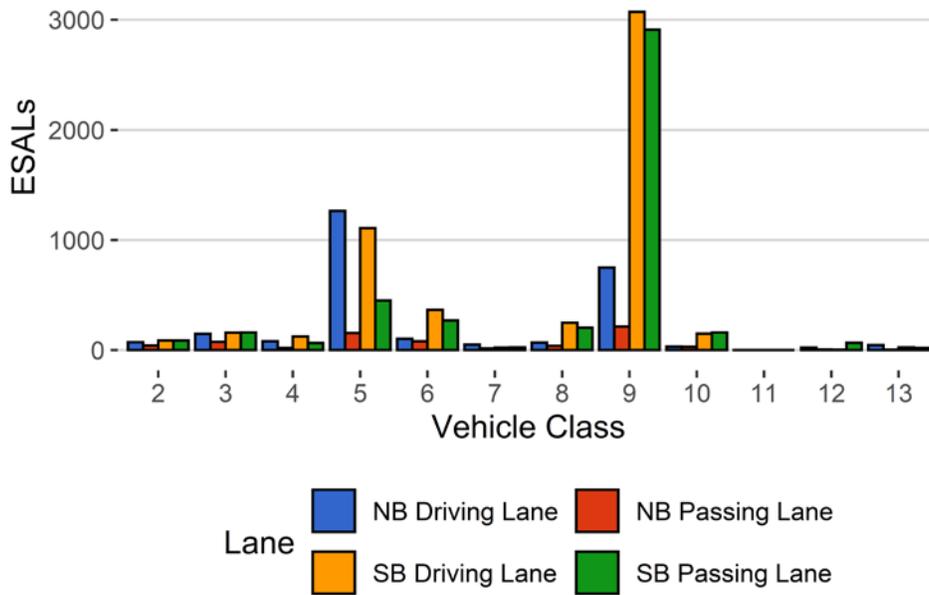
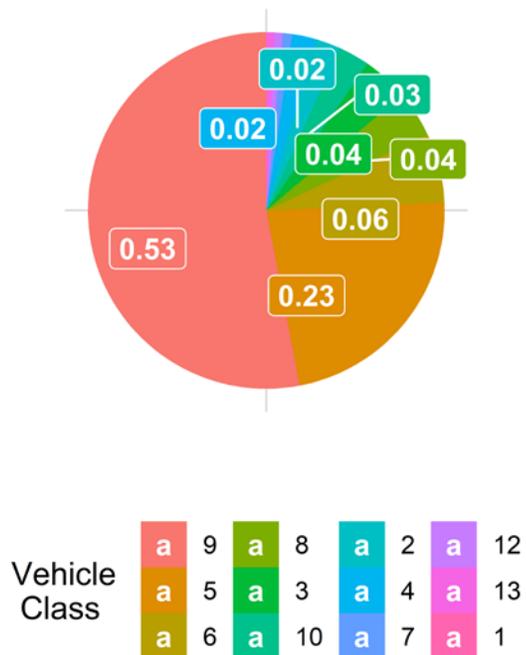


Figure 13 - ESALs by Class



**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>
June 2019	10.72	0.00	10.57	0.00	11.19	0.00	11.79	0.00
July 2019	10.75	0.31	10.61	0.38	11.12	-0.62	11.91	1.04
August 2019	10.77	0.46	10.56	-0.06	10.92	-2.39	11.81	0.17
September 2019	10.71	-0.14	10.45	-1.16	11.04	-1.34	11.74	-0.41
October 2019	10.66	-0.61	10.19	-3.55	10.86	-2.91	11.56	-1.91
November 2019	10.58	-1.31	9.92	-6.13	10.80	-3.49	11.64	-1.26
December 2019	10.37	-3.31	9.69	-8.32	10.71	-4.24	11.59	-1.71

**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	20454	634063	65.9	0	0
3	9675	299939	31.2	0	0
4	21	655	0.1	24	1.1
5	534	16555	1.7	297	13.7
6	54	1682	0.2	87	4
7	4	116	0	18	0.8
8	39	1214	0.1	58	2.7
9	234	7259	0.8	1545	71.2
10	12	373	0	100	4.6
11	0	0	0	0	0
12	1	46	0	20	0.9
13	2	60	0	21	1
<b>TOTAL</b>	<b>31031</b>	<b>961963</b>	<b>100</b>	<b>2170</b>	<b>100</b>

**Table 3 Top 10 Gross Vehicle Weight, Class 9 and 10**

<i>Date</i>	<i>Day of Week</i>	<i>Time</i>	<i>Vehicle Class</i>	<i>Direction</i>	<i>Lane</i>	<i>GVW (lbs)</i>
2019-12-19	Thursday	02:29:38	9	SB	4	134.67
2019-12-11	Wednesday	07:03:56	9	SB	4	128.65
2019-12-22	Sunday	19:01:51	9	SB	4	126.71
2019-12-20	Friday	09:58:33	9	SB	4	120.62
2019-12-11	Wednesday	13:34:40	9	NB	1	120.09
2019-12-02	Monday	12:26:48	9	NB	1	119.39
2019-12-27	Friday	11:59:34	10	SB	4	118.57
2019-12-02	Monday	08:57:11	10	NB	2	116.57
2019-12-11	Wednesday	11:43:15	9	SB	4	116.22
2019-12-18	Wednesday	21:54:22	9	SB	4	116.03

**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	270	37	13.7	6001	454	1253
5	NB	8	7603	985	13	101402	6983	24229
6	NB	19	424	87	20.5	10649	1361	2123
7	NB	11.5	67	0	0	4029	0	1629
8	NB	31	340	243	71.5	3730	5499	362
9	NB	33	1778	807	45.4	52384	21612	10170
10	NB	33.5	81	24	29.6	3679	606	885
12	NB	36.5	22	0	0	1517	0	357
13	NB	31.5	38	0	0	2813	0	808
<b>TOTAL</b>	****	****	<b>10623</b>	<b>2183</b>	****	<b>186205</b>	****	<b>41817</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	344	53	15.4	9358	570	2496
5	SB	8	7907	523	6.6	111885	3767	26407
6	SB	19	1152	96	8.3	34600	1596	7268
7	SB	11.5	42	0	0	2463	0	990
8	SB	31	797	416	52.2	15435	9766	1812
9	SB	33	5023	1212	24.1	235605	35411	54921
10	SB	33.5	268	23	8.6	16333	584	4063
12	SB	36.5	21	0	0	1820	0	527
13	SB	31.5	18	0	0	1768	0	601
<b>TOTAL</b>	****	****	<b>15572</b>	<b>2323</b>	****	<b>429269</b>	****	<b>99085</b>
<b>GRAND TOTAL</b>	****	****	<b>26195</b>	<b>4506</b>	<b>309</b>	<b>615474</b>	<b>88208</b>	<b>140901</b>

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

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
1	1	0	0	0	1	0
2	647846	453586	685834	606548	2393814	50.2
3	473913	317734	477837	404827	1674311	35.1
4	4659	1796	4437	5490	16382	0.3
5	85439	22946	44666	70986	224036	4.7
6	6344	5667	17621	18575	48207	1
7	2869	1160	1433	1030	6493	0.1
8	5327	3902	13026	12175	34431	0.7
9	48970	25026	152802	118214	345012	7.2
10	2232	2053	8869	8048	21202	0.4
12	1242	276	1562	258	3338	0.1
13	2534	279	635	1133	4581	0.1
<b>TOTAL</b>	<b>1281375</b>	<b>834425</b>	<b>1408724</b>	<b>1247284</b>	<b>4771808</b>	<b>100</b>
<b>GVW/LANE</b>	<b>26.85</b>	<b>17.49</b>	<b>29.52</b>	<b>26.14</b>	<b>100</b>	<b>0</b>

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

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0	0	0.5
2	73	42	87	88	290	2.21	0.001
3	148	76	161	159	544	4.15	0.0039
4	80	21	65	124	289	2.21	0.95
5	1264	156	451	1108	2978	22.73	0.39
6	103	80	270	366	819	6.25	1.04
7	50	15	25	23	112	0.86	2
8	68	38	204	248	558	4.26	0.99
9	749	214	2910	3071	6944	53	2.05
10	33	30	161	150	374	2.85	2.12
12	24	6	67	4	101	0.77	3.89
13	45	4	20	25	94	0.72	2.92
<b>TOTAL</b>	<b>2635</b>	<b>681</b>	<b>4420</b>	<b>5366</b>	<b>13103</b>	<b>100</b>	<b>17</b>
<b>ESALS/LANE</b>	<b>20.1</b>	<b>5.2</b>	<b>33.7</b>	<b>41</b>	<b>100</b>	<b>-</b>	<b>-</b>

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

Month	Total Volume	Monthly ADT	Monthly HCAD T	Passenger Vehicles	Passenger Vehicles %	Heavy Commercial Vehicles	Heavy Commercial Vehicles %	Heavy Commercial Vehicles in Driving Lane %	Heavy Commercial Vehicles in Passing Lane %
Jan 2019	912085	29422	1247	873418	95.8	38667.4	4.2	72	28
Feb 2019	795365	28406	1230	760938	95.7	34426.8	4.3	67	33
Mar 2019	973223	31394	1336	931796	95.7	41427.3	4.3	71.7	28.3
Apr 2019	1019560	33985	1544	973238	95.5	46322.3	4.5	72.1	27.9
May 2019	1118314	36375	1686	1066053	95.3	52260.7	4.7	71.6	28.4
Jun 2019	1096822	36561	1744	1044498	95.2	52323.8	4.8	70.1	29.9
Jul 2019	1100654	35362	1785	1045333	95	55321.1	5	71.7	28.3
Aug 2019	1121913	36075	1861	1064211	94.9	57701.6	5.1	72.4	27.6
Sep 2019	1078795	36258	1805	1024635	95	54159.7	5	72.2	27.8
Oct 2019	1127204	36288	1748	1073024	95.2	54179.9	4.8	70.7	29.3
Nov 2019	973622	32441	1494	928796	95.4	44825.9	4.6	71.4	28.6
Dec 2019	961963	31239	902	934003	97.1	27960.2	2.9	58.2	41.8
<b>TOTAL</b>	<b>12279520</b>	<b>-</b>	<b>-</b>	<b>11719943</b>	<b>-</b>	<b>559577</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERA GE</b>	<b>1023293</b>	<b>33650</b>	<b>1532</b>	<b>976662</b>	<b>95</b>	<b>46631</b>	<b>5</b>	<b>70</b>	<b>30</b>

###ESALS

Month	ESALS NB Passing Lane	ESALS NB Driving Lane	ESALS SB Driving Lane	ESALS SB Passing Lane	Total ESALS	Driving Lane ESALS %	Passing Lane ESALS %	Pavement Life Decrease Months
Jan 2019	8504	642	2895	6695	18736	81	19	1.3
Feb 2019	7396	843	2850	4522	15611	76	24	1.9
Mar 2019	8913	920	2731	6292	18856	81	19	0.5
Apr 2019	8652	896	2921	6854	19322	80	20	0.1
May 2019	10529	1103	5184	12002	28819	78	22	6.2

Jun 2019	28564	2771	13156	27126	71617	78	22	2.9
Jul 2019	17750	1504	6355	15850	41459	81	19	3.6
Aug 2019	19834	1591	6030	16437	43893	83	17	3.7
Sep 2019	14251	1288	6245	15698	37482	80	20	16.3
Oct 2019	12262	1193	6548	15842	35845	78	22	11.8
Nov 2019	11380	895	5233	12965	30472	80	20	16.3
Dec 2019	2964	683	4425	5387	13460	62	38	18.5
<b>TOTAL</b>	<b>151000</b>	<b>14327</b>	<b>64573</b>	<b>145672</b>	<b>375572</b>	-	-	-
<b>AVERAGE</b>	<b>12583</b>	<b>1194</b>	<b>5381</b>	<b>12139</b>	<b>31298</b>	<b>78</b>	<b>22</b>	<b>7</b>

### ###Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Passing Lane</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Passing Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Jan 19	1596048	784003	1204798	1160173	4745021
Feb 19	1387374	715290	1084749	864793	4052206
Mar 19	1654804	918271	1249463	1251819	5074356
Apr 19	1746072	946867	1329617	1290655	5313211
May 19	1895521	1089661	1663992	1664481	6313656
Jun 19	4148155	2426300	3405678	3123961	13104094
Jul 19	2179409	1266094	1670241	1741373	6857117
Aug 19	2270498	1248079	1680800	1830923	7030299
Sep 19	2061588	1110530	1638803	1740677	6551598
Oct 19	1989344	1116571	1747850	1841995	6695761
Nov 19	1775313	909151	1489128	1586734	5760325
Dec 19	1282183	834969	1409146	1248244	4774542
<b>TOTAL</b>	<b>23986308</b>	<b>13365786</b>	<b>19574264</b>	<b>19345828</b>	<b>76272186</b>
<b>AVERAGE</b>	<b>1998859</b>	<b>1113816</b>	<b>1631189</b>	<b>1612152</b>	<b>6356015</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>
Jan 2019	1949	0.2	5.1	96	10
Feb 2019	1628	0.2	4.7	81	20
Mar 2019	1385	0.1	3.4	70	22
Apr 2019	1064	0.1	2.3	40	17
May 2019	4468	0.4	8.8	393	103
Jun 2019	14060	0.7	13.9	1736	282
Jul 2019	8530	0.8	15.7	1384	182
Aug 2019	9199	0.8	16.2	1236	189
Sep 2019	7237	0.7	13.6	900	146

Oct 2019	6807	0.6	12.9	738	141
Nov 2019	5868	0.6	13.5	731	104
Dec 2019	2183	0.2	8.3	271	47
<b>TOTAL</b>	<b>64378</b>	<b>-</b>	<b>-</b>	<b>7676</b>	<b>1263</b>
<b>AVERAGE</b>	<b>5364.8</b>	<b>0.4</b>	<b>9.9</b>	<b>639.7</b>	<b>105.2</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>
Jan 2019	114896	109750	224646	51.1	48.9
Feb 2019	102376	83792	186168	55	45
Mar 2019	125458	111529	236987	52.9	47.1
Apr 2019	129728	127691	257419	50.4	49.6
May 2019	145149	190653	335802	43.2	56.8
Jun 2019	376690	385390	762081	49.4	50.6
Jul 2019	217482	209237	426719	51	49
Aug 2019	238156	208899	447055	53.3	46.7
Sep 2019	182005	210354	392359	46.4	53.6
Oct 2019	153351	219915	373267	41.1	58.9
Nov 2019	136752	175026	311778	43.9	56.1
Dec 2019	41817	99085	140901	29.7	70.3
<b>TOTAL</b>	<b>1963861</b>	<b>2131321</b>	<b>4095182</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>163655.1</b>	<b>177610.1</b>	<b>341265.2</b>	<b>47.3</b>	<b>52.7</b>