

NOVEMBER 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 November 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: 973622 | Passenger Vehicles: 928796 | Heavy Commercial Vehicles: 44826

Monthly Average Daily Traffic (MADT): 32441 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1494

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 44826 HCVs, 5802 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 0.6% of total monthly volume, and 13.4% 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 Mondays, with lowest volumes reported on Saturdays. 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 66.8% 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 ,110 NB vehicles exceeded 88,000 pounds (63 vehicles were Class 9's; 29 vehicles were Class 10's). Of vehicles traveling SB,

621 NB vehicles exceeded 88,000 pounds (447 vehicles were Class 9's; 110 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from November 2019.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in November 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 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 311778 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (56.1%) than NB (43.9%). 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 973622 vehicles with a combined GVW of 5760325 kips (1 kip = 1,000 pounds = 0.5 tons) in November 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 30472 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 59.7% of all ESALs were recorded SB while 40.3% was observed NB. In particular, 59% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 15% 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:

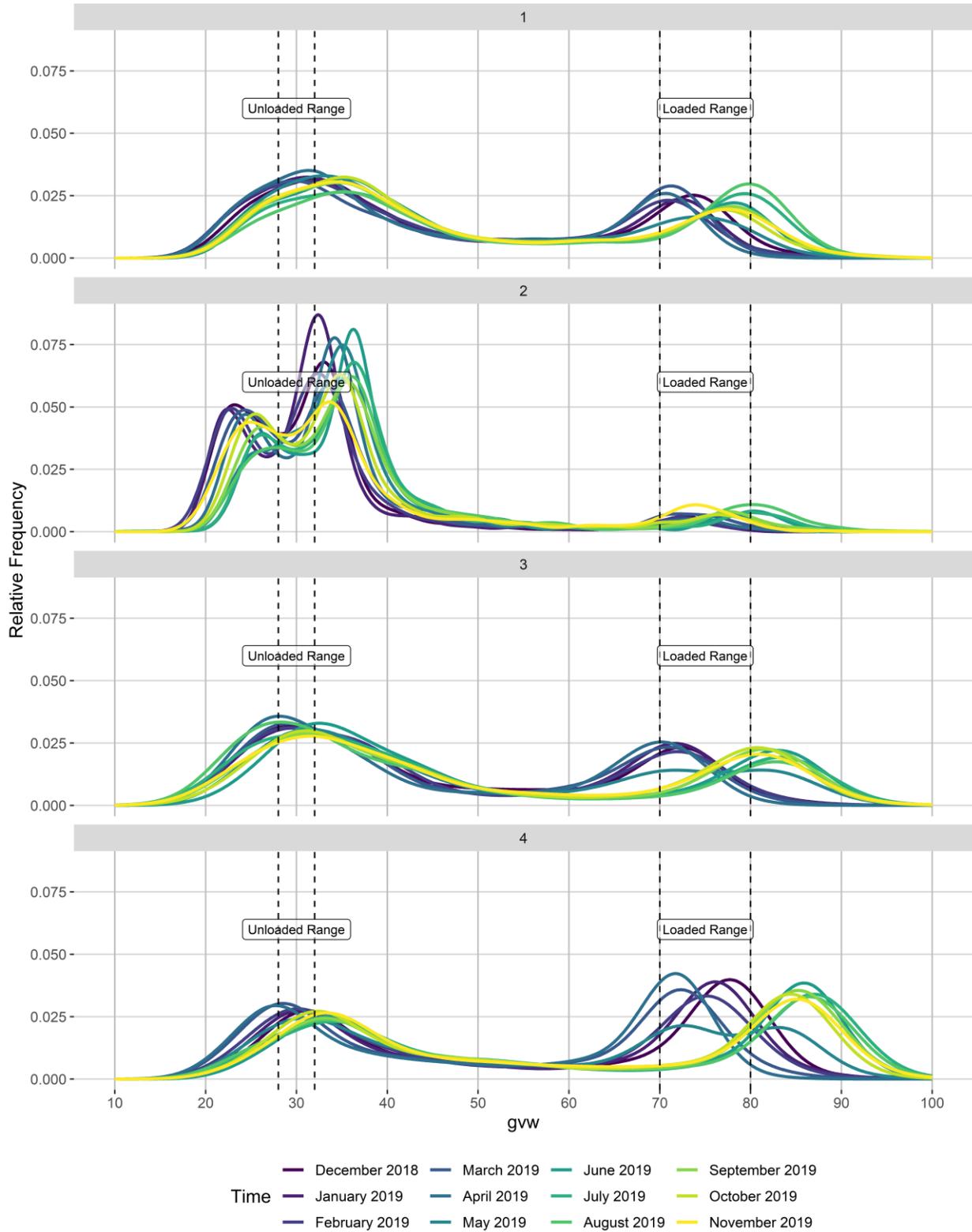
<http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html> MnDOT's vehicle

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.

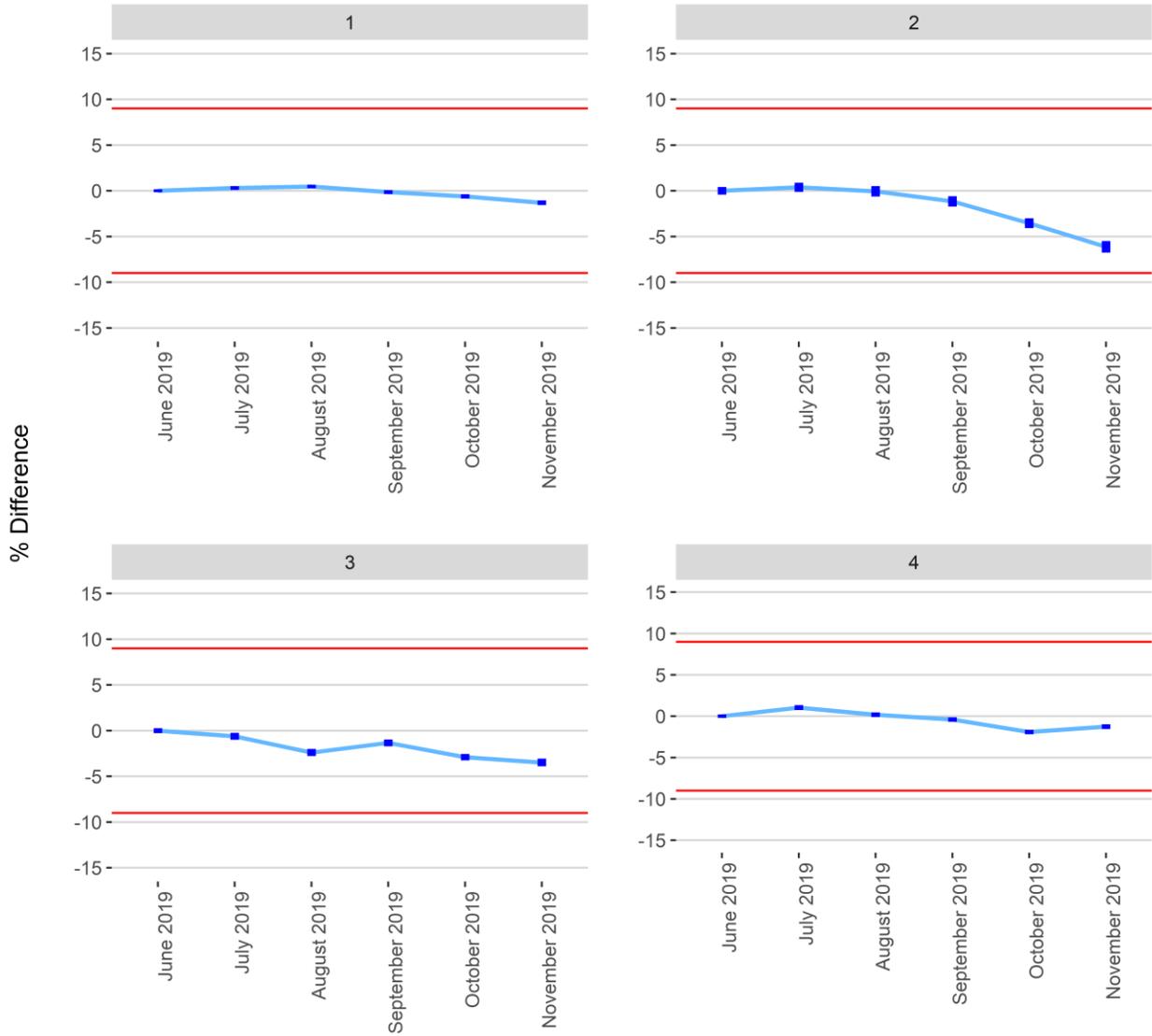
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Figure 1 - Monthly Class 9 GVW Histogram



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

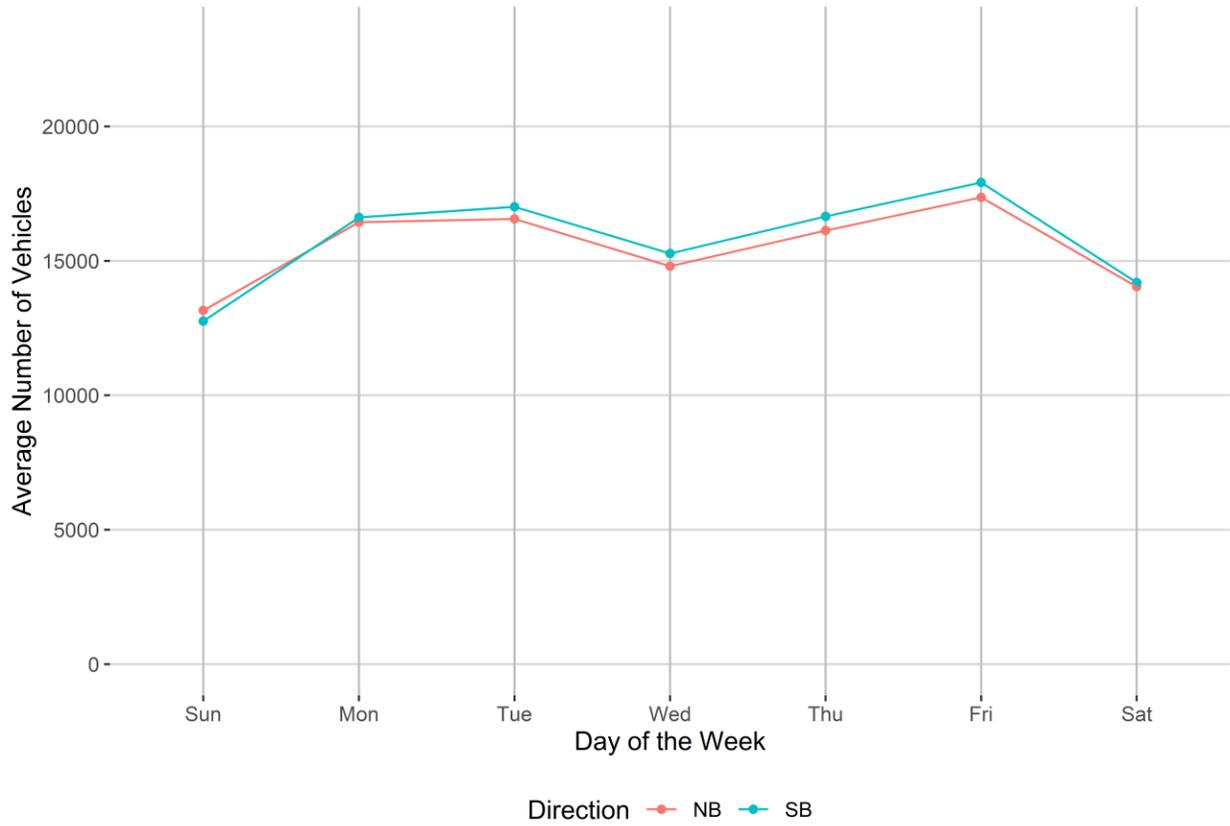


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

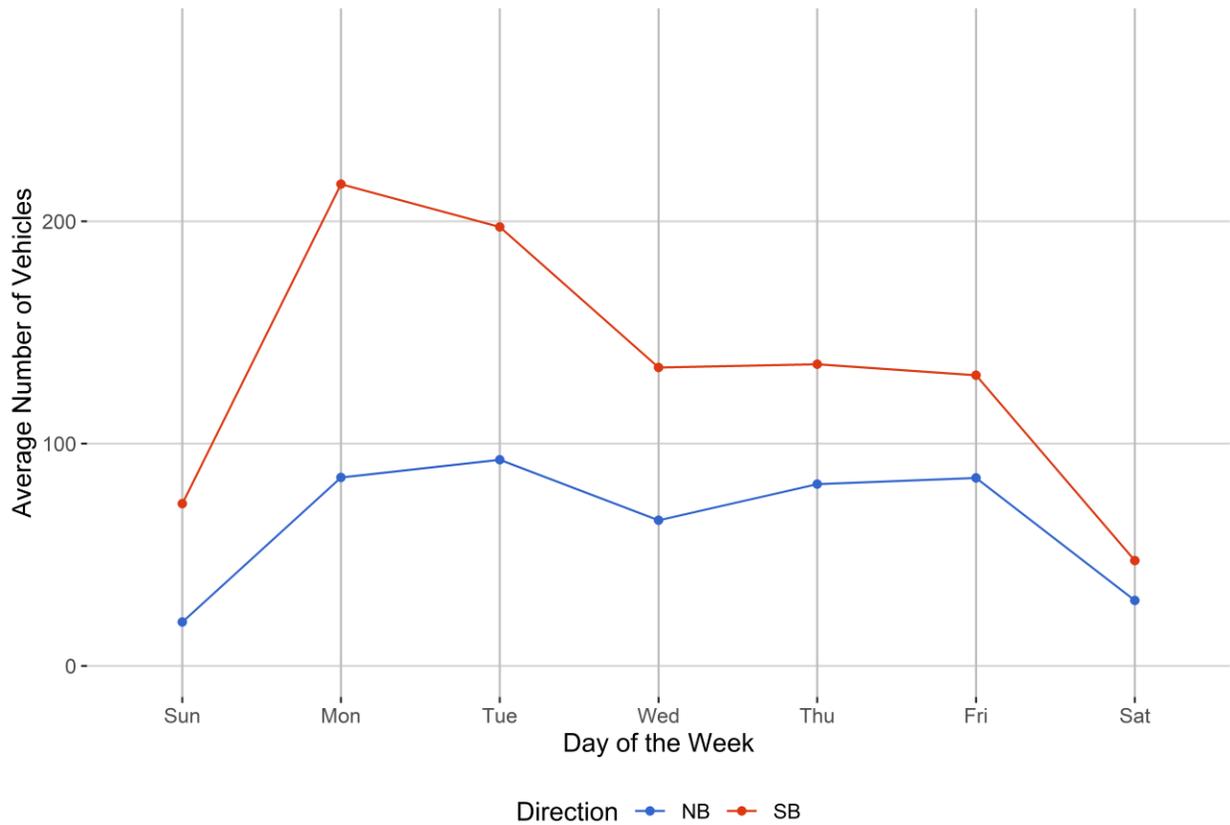


Figure 4 - Passenger Vehicles vs. Hour of the Day

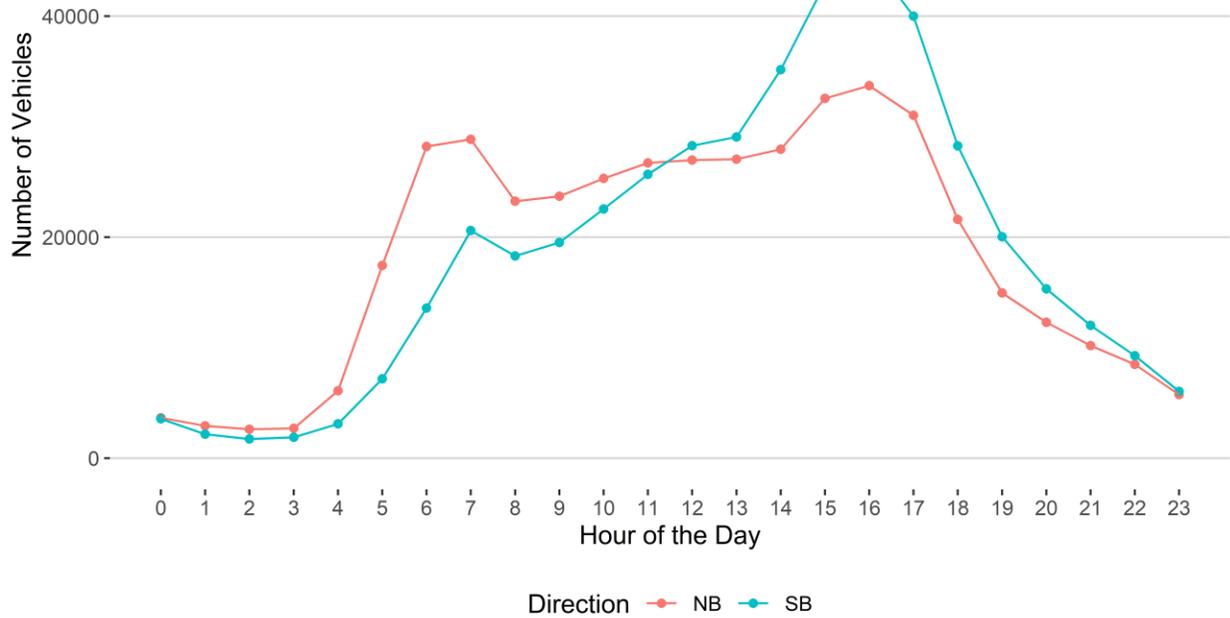


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

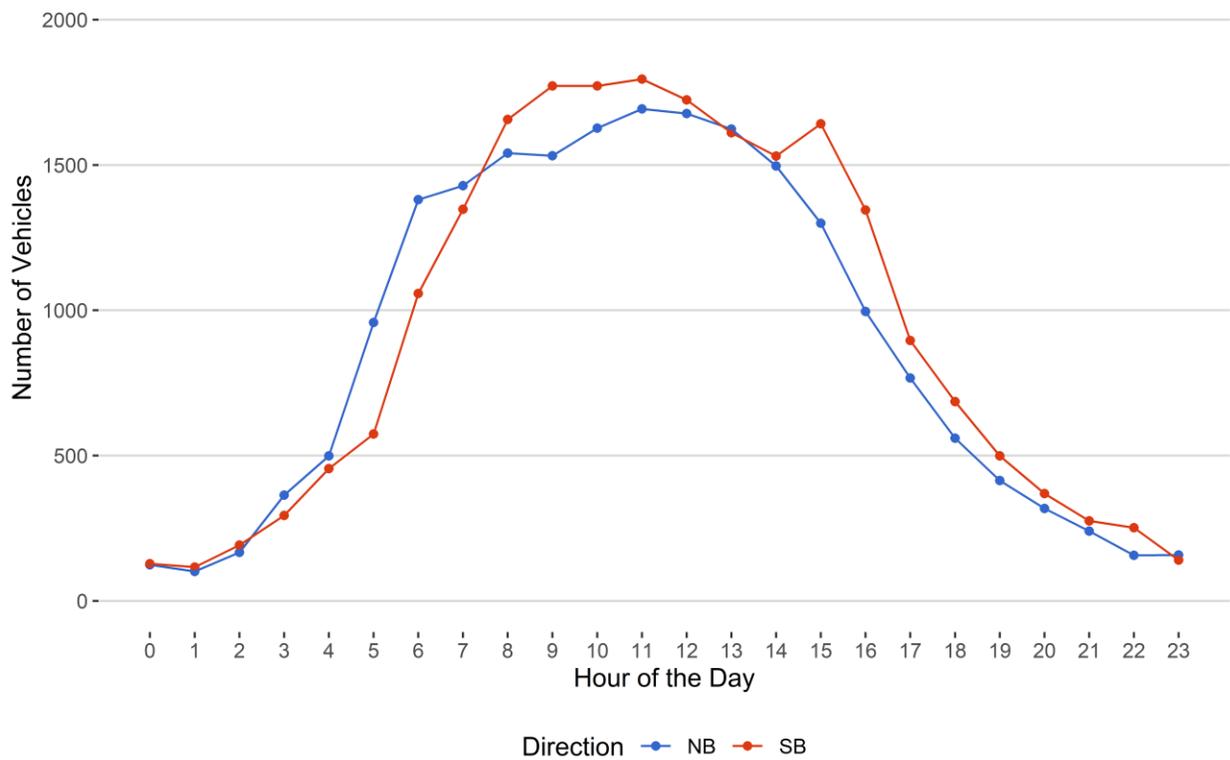


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

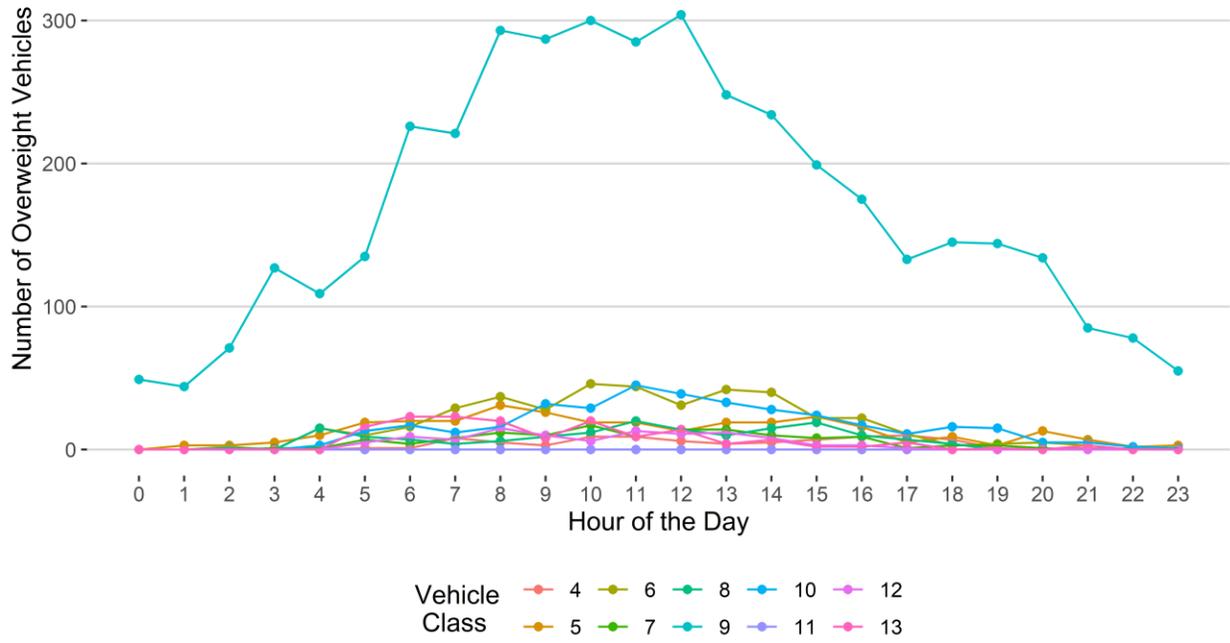


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

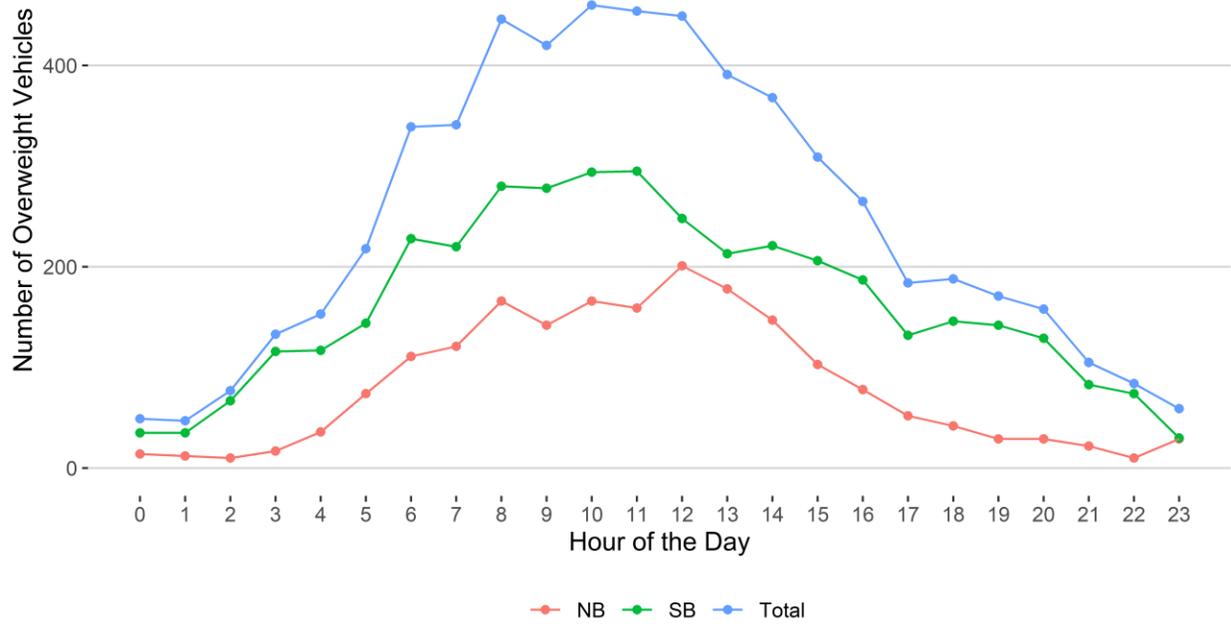
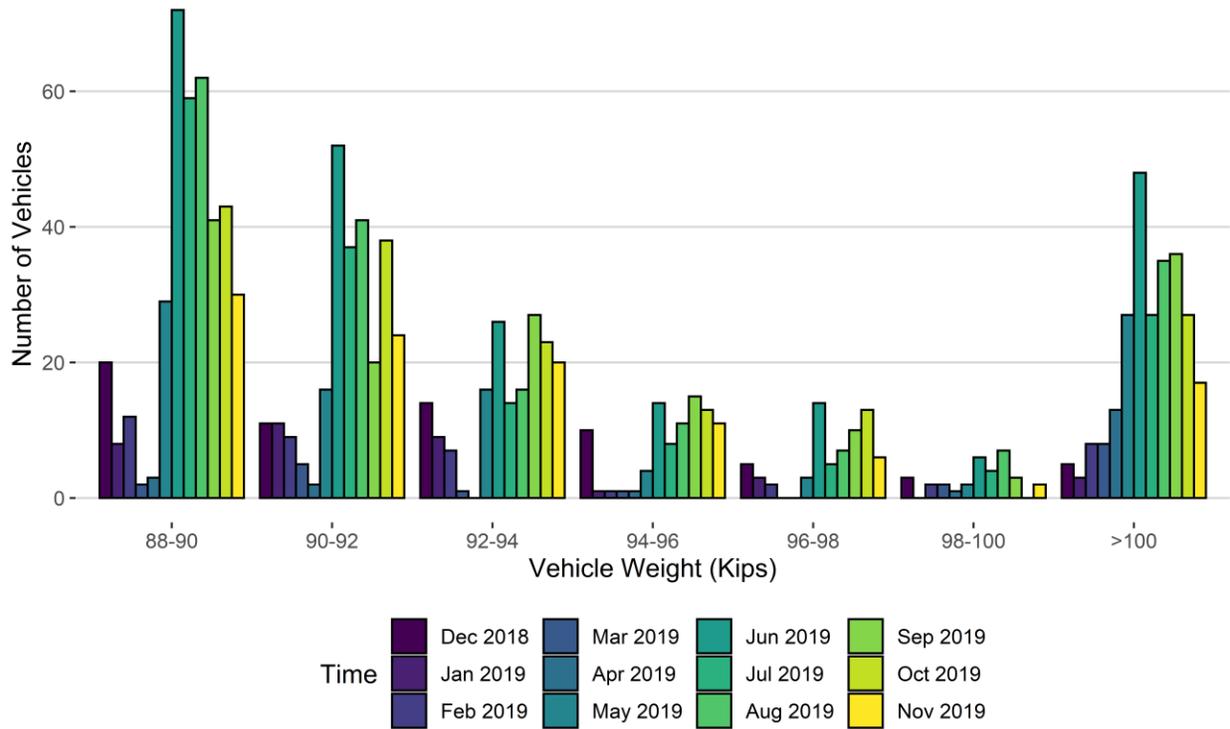
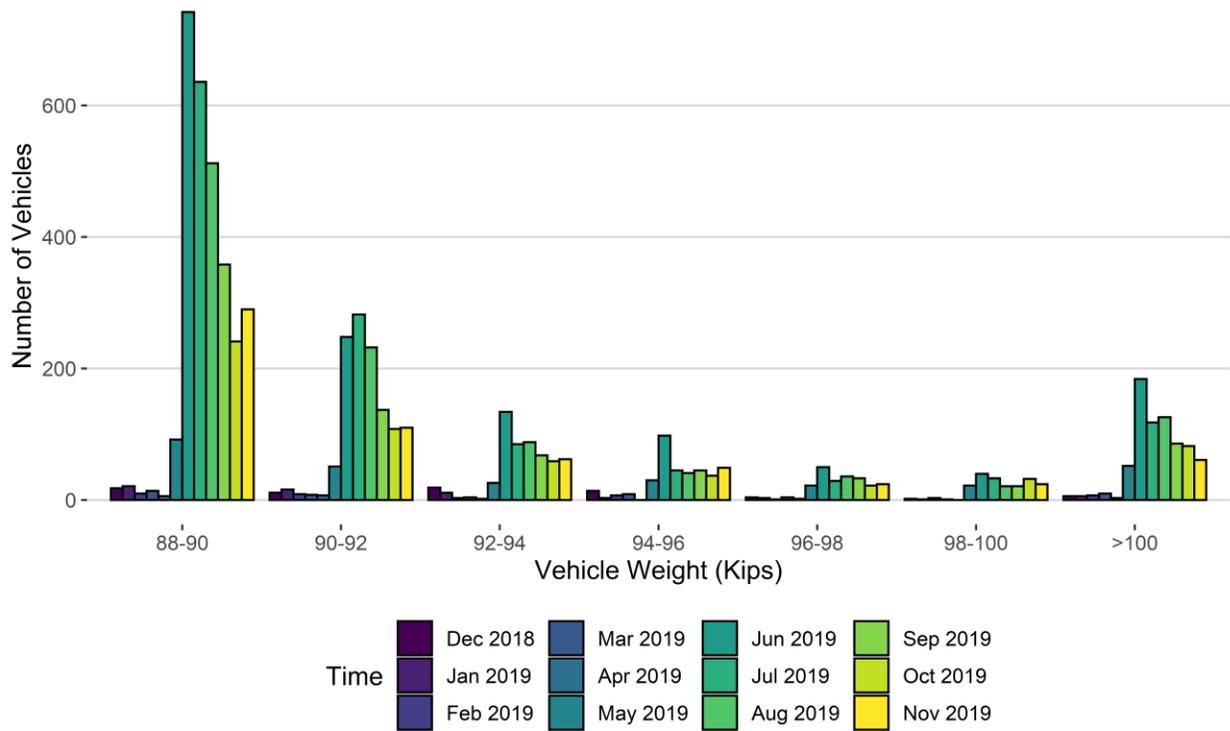


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019
88-90	20	8	12	2	3	29	72	59	62	41	43	30
90-92	11	11	9	5	2	16	52	37	41	20	38	24
92-94	14	9	7	1	0	16	26	14	16	27	23	20
94-96	10	1	1	1	1	4	14	8	11	15	13	11
96-98	5	3	2	0	0	3	14	5	7	10	13	6
98-100	3	0	2	2	1	2	6	4	7	3	0	2
>100	5	3	8	8	13	27	48	27	35	36	27	17
Total	68	35	41	19	20	97	232	154	179	152	157	110

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



Vehicle Weights (Kips)	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019
88-90	18	21	10	14	6	92	742	636	512	358	241	290
90-92	11	16	9	8	7	51	248	282	232	137	108	110
92-94	19	11	3	4	2	26	134	85	88	68	59	62
94-96	14	3	7	9	0	30	98	45	41	45	37	49
96-98	4	3	1	4	2	22	50	29	36	33	22	24
98-100	2	1	3	1	0	22	40	33	21	21	32	24
>100	6	6	7	10	3	52	184	118	126	86	82	61
Total	74	61	40	50	20	295	1496	1228	1056	748	581	620

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

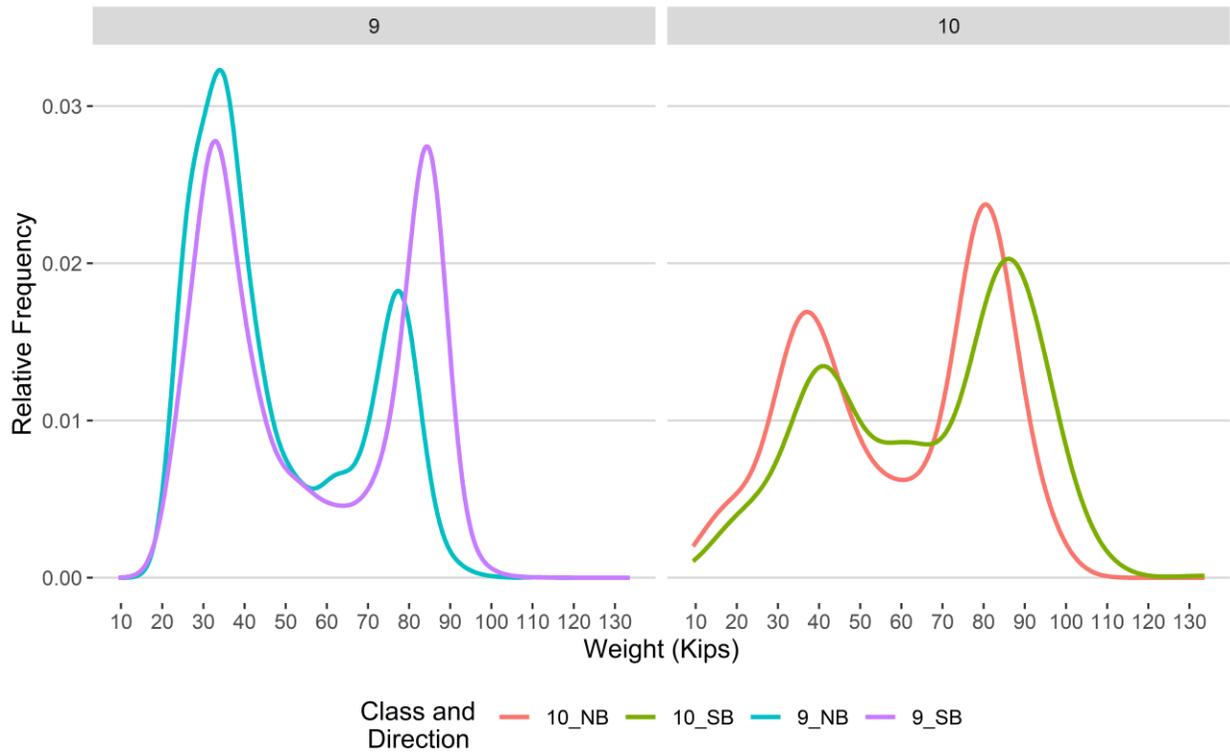


Figure 9 - Freight Percentage by Direction and Class

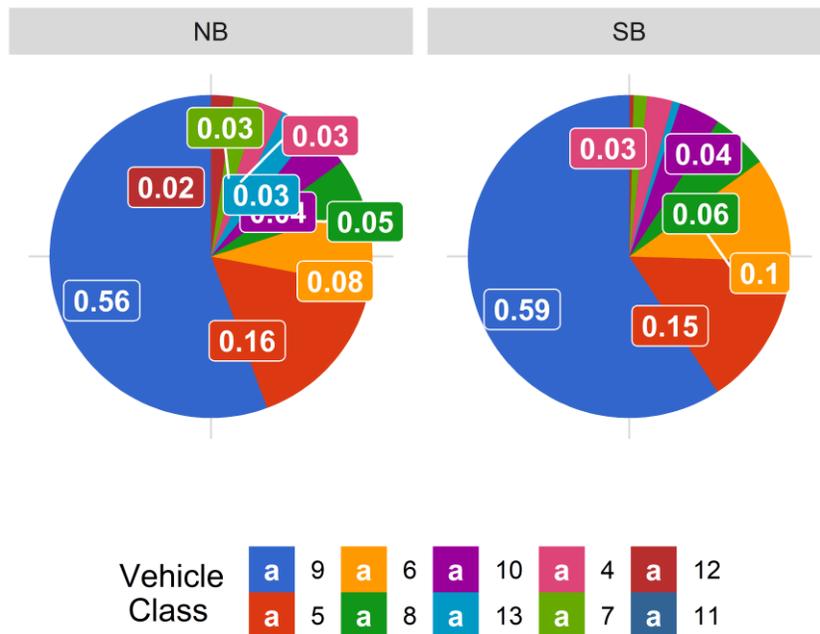


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

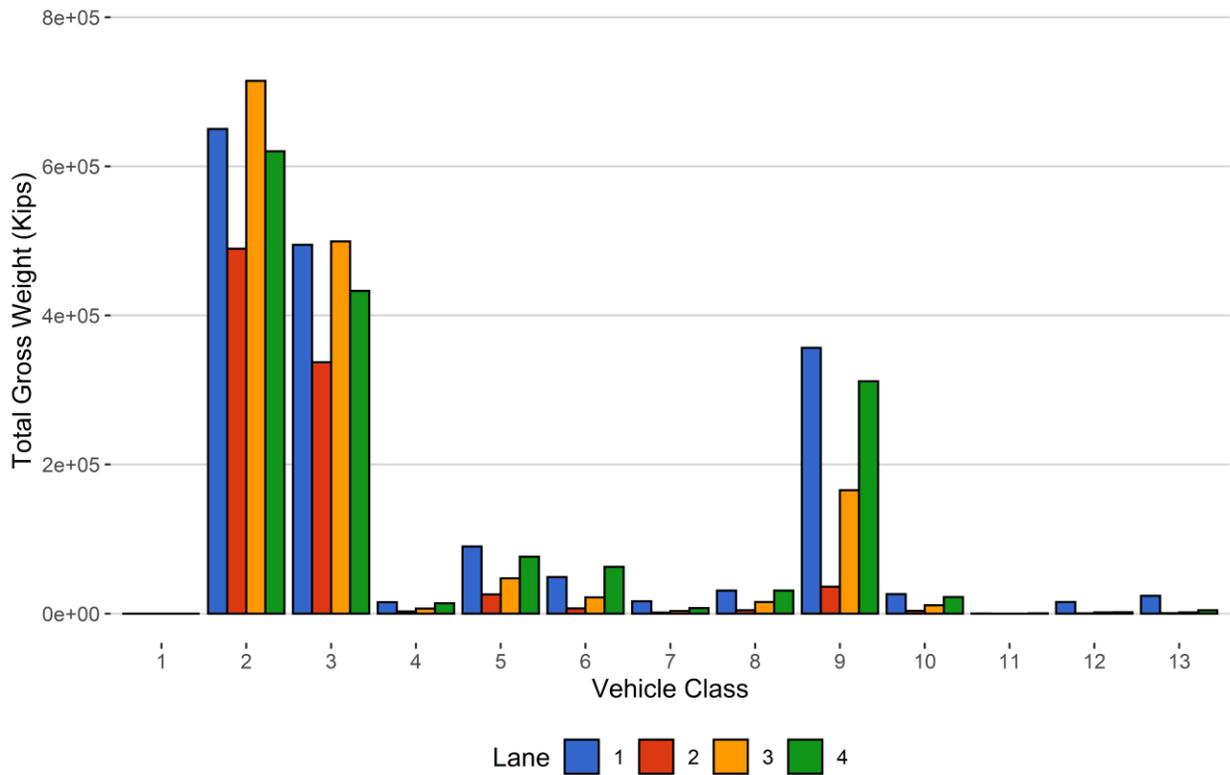


Figure 11 - Total Gross Vehicle Weight t

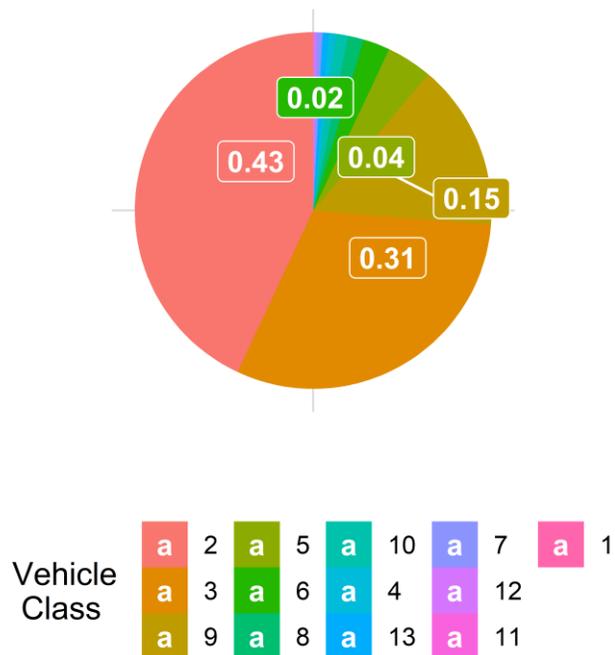


Figure 12 - Total ESALs by Class and Lane

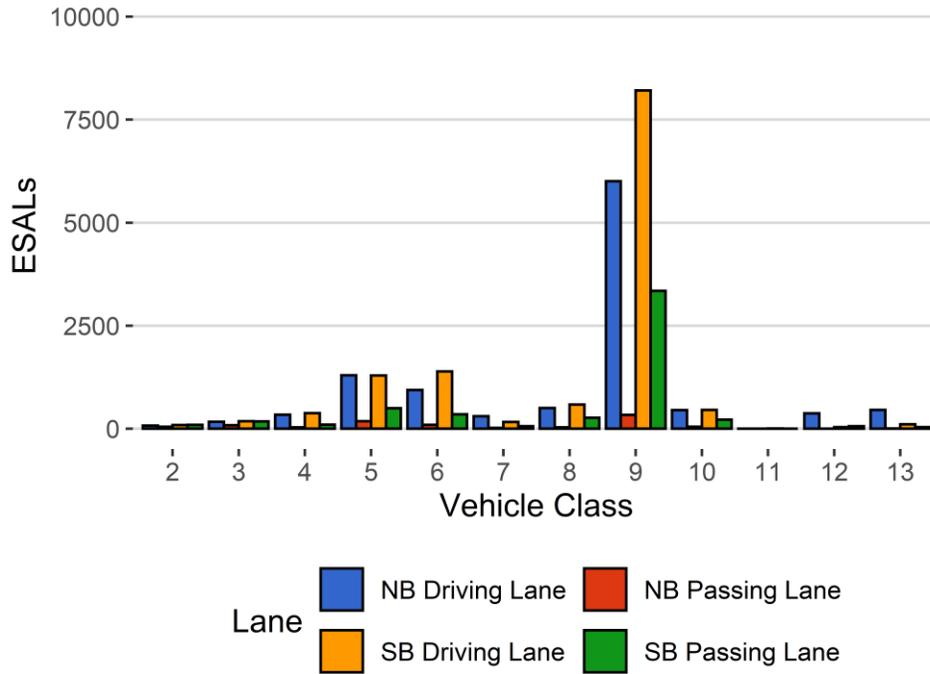
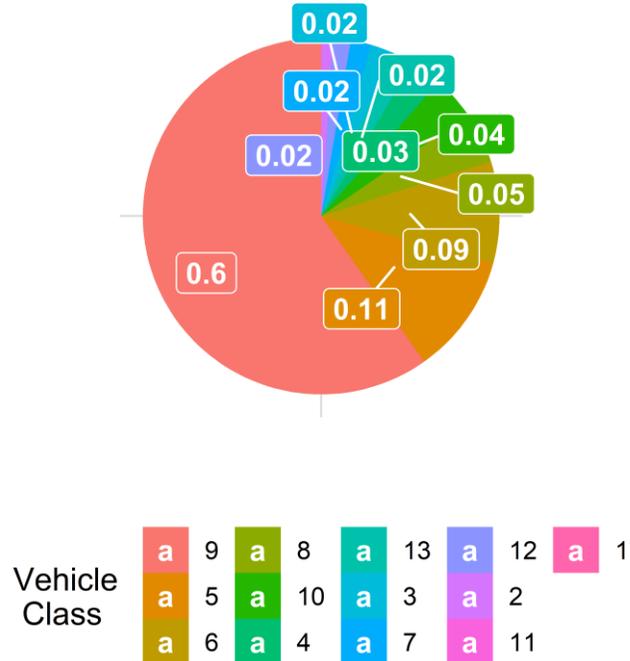


Figure 13 - ESALs by Class



**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

**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	1	16	0	0	0
2	20983	629497	64.7	0	0
3	9976	299283	30.7	0	0
4	43	1301	0.1	86	1.5
5	562	16875	1.7	307	5.3
6	149	4459	0.5	410	7.1
7	16	469	0	132	2.3
8	90	2690	0.3	162	2.8
9	577	17323	1.8	4081	70.3
10	35	1043	0.1	364	6.3
11	0	6	0	0	0
12	9	272	0	103	1.8
13	13	389	0	157	2.7
<b>TOTAL</b>	<b>32454</b>	<b>973622</b>	<b>100</b>	<b>5802</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>
2019-11-20	Wednesday	09:39:24	10	SB	4	133.65
2019-11-06	Wednesday	10:05:36	10	NB	1	126.12
2019-11-02	Saturday	13:27:34	9	SB	4	116.84
2019-11-15	Friday	08:01:50	9	NB	1	116.46
2019-11-09	Saturday	16:04:04	9	NB	1	113.47
2019-11-14	Thursday	09:55:01	9	NB	1	112.89
2019-11-27	Wednesday	11:36:48	9	NB	1	112.87
2019-11-30	Saturday	10:28:21	9	NB	1	111.59
2019-11-01	Friday	06:37:30	9	NB	1	111.55
2019-11-15	Friday	08:37:29	9	NB	1	111.18

**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	605	89	14.7	17003	1116	4632
5	NB	8	8059	1136	14.1	107556	8098	26086
6	NB	19	1765	203	11.5	52563	3338	11443
7	NB	11.5	279	0	0	17941	0	7366
8	NB	31	1188	706	59.4	19148	16330	2103
9	NB	33	8195	2368	28.9	326586	66060	67147
10	NB	33.5	502	77	15.3	27770	1907	6766
11	NB	36.5	2	2	100	0	57	0
12	NB	36.5	218	0	0	15803	0	3923
13	NB	31.5	311	0	0	24368	0	7286
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>21124</b>	<b>4581</b>	<b>****</b>	<b>608738</b>	<b>****</b>	<b>136752</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	650	81	12.5	19585	1026	5525
5	SB	8	8225	470	5.7	120127	3449	29043
6	SB	19	2538	169	6.7	81568	2889	18278
7	SB	11.5	174	0	0	10863	0	4431
8	SB	31	1408	603	42.8	32653	13730	3849
9	SB	33	8521	2020	23.7	419465	57753	102466
10	SB	33.5	504	49	9.7	32143	1199	8450
11	SB	36.5	4	0	0	255	0	54
12	SB	36.5	44	2	4.5	3209	18	838
13	SB	31.5	64	0	0	6197	0	2090
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>22132</b>	<b>3394</b>	<b>****</b>	<b>726064</b>	<b>****</b>	<b>175026</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>43256</b>	<b>7975</b>	<b>350</b>	<b>1334802</b>	<b>176970</b>	<b>311778</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	7	2	8	3	20	0
2	650229	489465	714690	620301	2474685	43
3	494804	337312	499292	433047	1764455	30.7
4	15271	2848	6753	13858	38730	0.7
5	89917	25737	47318	76258	239230	4.2
6	48994	6907	21804	62653	140358	2.4
7	16519	1421	3385	7478	28804	0.5
8	30942	4536	15494	30888	81860	1.4
9	356519	36127	165574	311644	869865	15.1
10	26101	3577	11076	22265	63019	1.1
11	57	0	0	255	312	0
12	15539	264	1490	1738	19030	0.3
13	23858	510	1645	4552	30564	0.5
<b>TOTAL</b>	<b>1768757</b>	<b>908706</b>	<b>1488530</b>	<b>1584940</b>	<b>5750933</b>	<b>100</b>
<b>GVW/LANE</b>	<b>30.76</b>	<b>15.8</b>	<b>25.88</b>	<b>27.56</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	0.0625
2	74	47	94	90	306	1.02	0.001
3	168	84	179	183	612	2.05	0.0043
4	340	36	100	378	854	2.85	1.36
5	1296	185	499	1291	3271	10.93	0.4
6	941	93	349	1391	2773	9.27	1.29
7	303	19	64	163	549	1.84	2.41
8	502	35	265	586	1388	4.64	1.07
9	6005	336	3347	8207	17895	59.8	2.14
10	452	48	220	458	1178	3.94	2.33
11	0	0	0	6	6	0.02	1.37
12	375	4	62	40	482	1.61	3.57
13	457	8	39	109	613	2.05	3.2
<b>TOTAL</b>	<b>10914</b>	<b>893</b>	<b>5217</b>	<b>12903</b>	<b>29927</b>	<b>100</b>	<b>19</b>
<b>ESALS/LANE</b>	<b>36.5</b>	<b>3</b>	<b>17.4</b>	<b>43.1</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 %
Dec 2018	921951	30732	1217	884226	95.9	37725.4	4.1	70.5	29.5
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
<b>TOTAL</b>	<b>12239508</b>	<b>-</b>	<b>-</b>	<b>11670166</b>	<b>-</b>	<b>569342</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>1019959</b>	<b>33608</b>	<b>1558</b>	<b>972514</b>	<b>95</b>	<b>47445</b>	<b>5</b>	<b>71</b>	<b>29</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
Dec 2018	9672	743	2777	6999	20190	83	17	2.8
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
<b>TOTAL</b>	<b>157707</b>	<b>14387</b>	<b>62925</b>	<b>147283</b>	<b>382302</b>	-	-	-
<b>AVERAGE</b>	<b>13142</b>	<b>1199</b>	<b>5244</b>	<b>12274</b>	<b>31858</b>	<b>80</b>	<b>20</b>	<b>6</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>
Dec 18	1696068	847600	1282320	1192264	5018252
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
<b>TOTAL</b>	<b>24400193</b>	<b>13378417</b>	<b>19447438</b>	<b>19289848</b>	<b>76515896</b>
<b>AVERAGE</b>	<b>2033349</b>	<b>1114868</b>	<b>1620620</b>	<b>1607487</b>	<b>6376325</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>
Dec 2018	2606	0.3	6.9	144	17
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
<b>TOTAL</b>	<b>64801</b>	<b>-</b>	<b>-</b>	<b>7549</b>	<b>1233</b>
<b>AVERAGE</b>	<b>5400.1</b>	<b>0.5</b>	<b>9.8</b>	<b>629.1</b>	<b>102.8</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>
Dec 2018	125562	112167	237729	52.8	47.2
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
<b>TOTAL</b>	<b>2047606</b>	<b>2144403</b>	<b>4192010</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>170633.9</b>	<b>178700.3</b>	<b>349334.1</b>	<b>49.2</b>	<b>50.8</b>