

AUGUST 2018



**WIM #49
I-90,
MP 42.6
WORTHINGTON,
MN**

**MONTHLY
REPORT**



Your Destination... Our Priority



WIM Site Location

WIM #49 is located on I-90 near Worthington in Nobles county.

System Operation

WIM #49 was operational for the entire month of August 2018. Volume was computed using all monthly data.

System Calibration

WIM #49 was most recently calibrated on 2017-12-15. Table 1 summarizes the front axle weights of class 9s by lane ¹. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for all lanes. 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: 437569 | Passenger Vehicles: 372092 | Heavy Commercial Vehicles: 65477

Monthly Average Daily Traffic (MADT): 14115 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 2112

See Table 2 for vehicle class breakdown

Passenger Vehicles (PVs) and Heavy Commercial Vehicles (HCVs)

Volume trends. EB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Tuesdays. WB vehicles typically reached highest volume levels on Sundays, with lowest volumes reported on Tuesdays (see Figure 3 and 4).

Passenger Vehicles (PVs)

Volume trends. On an average 24-hour day (see Figure 5), EB PVs generally reached peak volume levels between 02 PM and 04 PM. Similarly, WB PVs peaked in volume between 02 PM and 04 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling EB typically reached peak volume levels between 02 PM and 04 PM, while volume going WB peaked between 02 PM and 04 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 65477 HCVs, 8905 of them were overweight³. These overweight HCVs contributed to 2.1% of total monthly volume, and 14.1% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Sundays. WB overweight vehicles tended to reach highest volumes on Fridays, with lowest volumes reported on Sundays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 10 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 84.4% of all overweight vehicles traveling WB 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 January.

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 report⁴.

Using normal load limits ,182 EB vehicles exceeded 88,000 pounds (114 vehicles were Class 9's; 39 vehicles were Class 13's). Of vehicles traveling WB,

465 EB vehicles exceeded 88,000 pounds (278 vehicles were Class 9's; 113 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from August 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in August 2018. Data suggests that there were greater numbers of fully_loaded Class 9's than empty Class 9's traveling EB, while there were more fully_loaded Class 9's than empty traveling WB. Data also suggests that there were more fully_loaded Class 10's than empty traveling in the EB direction. In the WB direction, there were more fully_loaded class 10 vehicles.

Freight Totals. A total of 666097 tons of freight was recorded to have crossed the WIM. More freight was shipped WB (57.8%) than EB (42.2%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 53815 and 53816 (Prestressed Beam Span) are approximately .18 miles east of WIM #49. Bridge No. 53813 and 53814 (Prestressed Beam Span) are approximately .43 miles west of WIM #49. WIM #49 recorded a total of 437569 vehicles with a combined GVW of 4925352 kips (1 kip = 1,000 pounds = 0.5 tons) in August 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 61418 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 61.3% of all ESALs were recorded WB while 38.7% was observed EB. In particular, 83% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 50% 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).

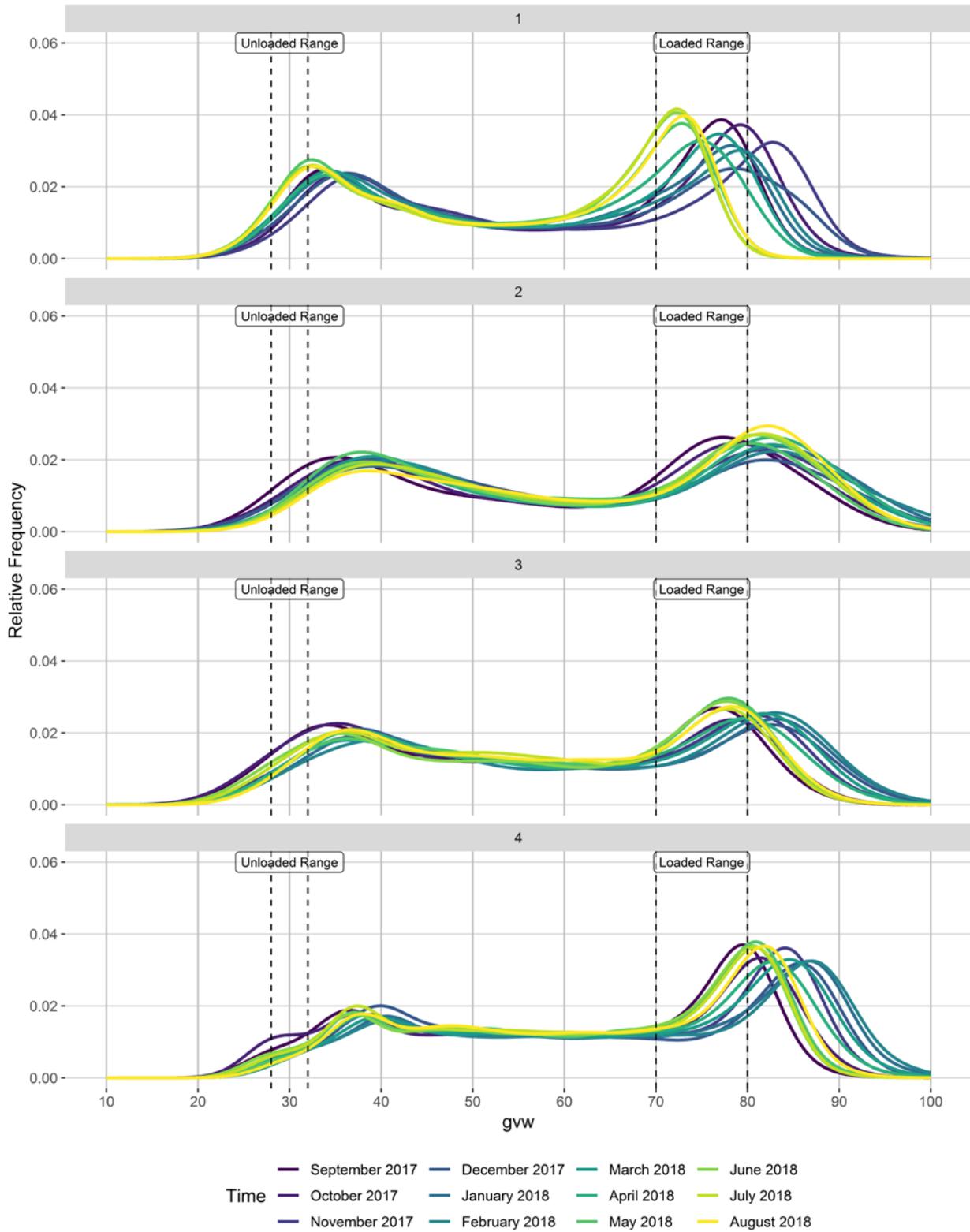
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

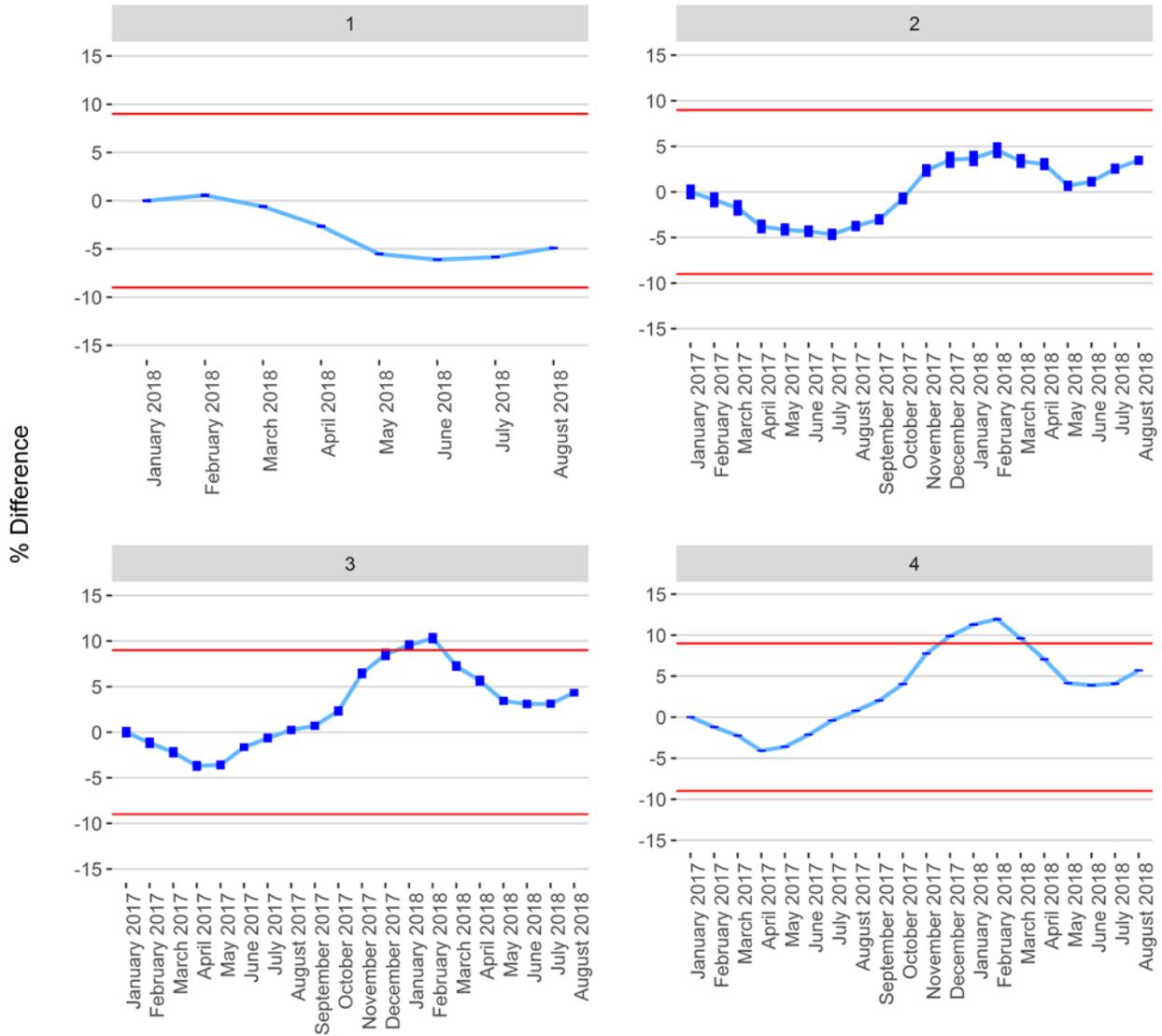
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

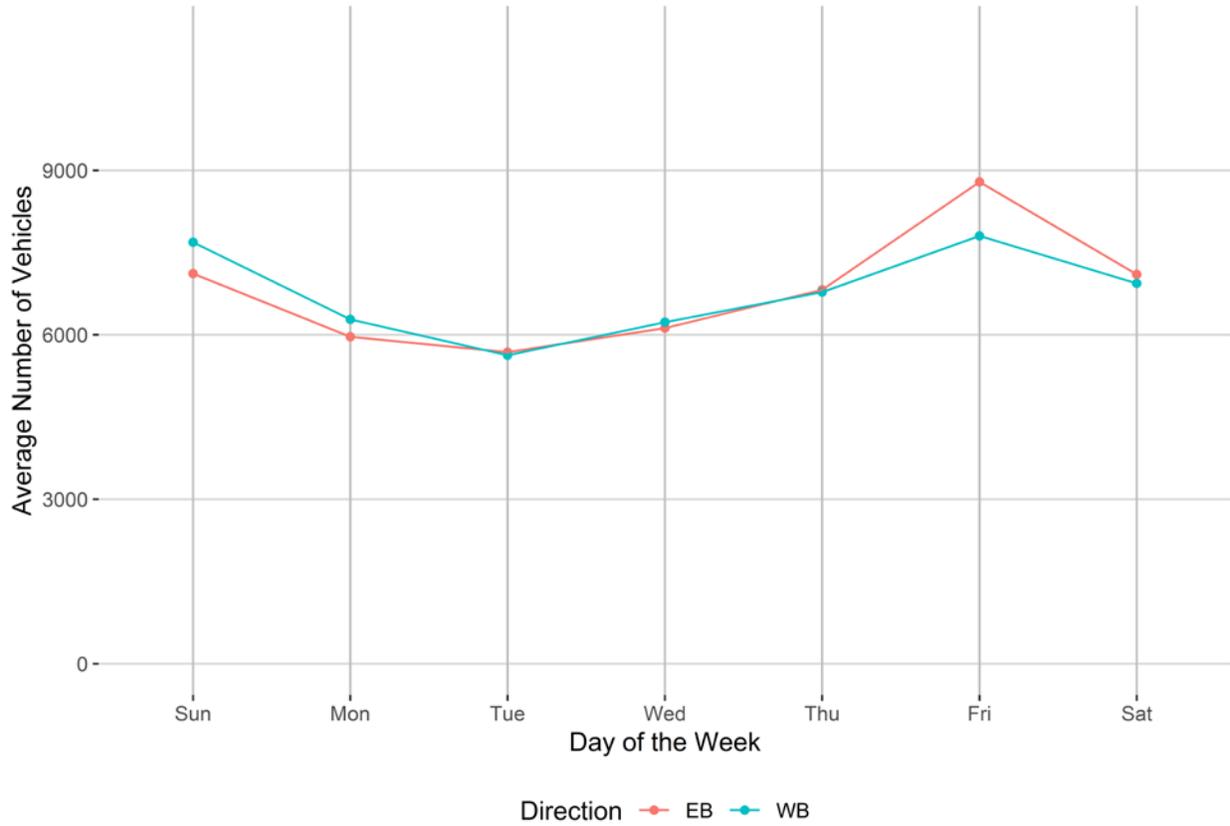


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

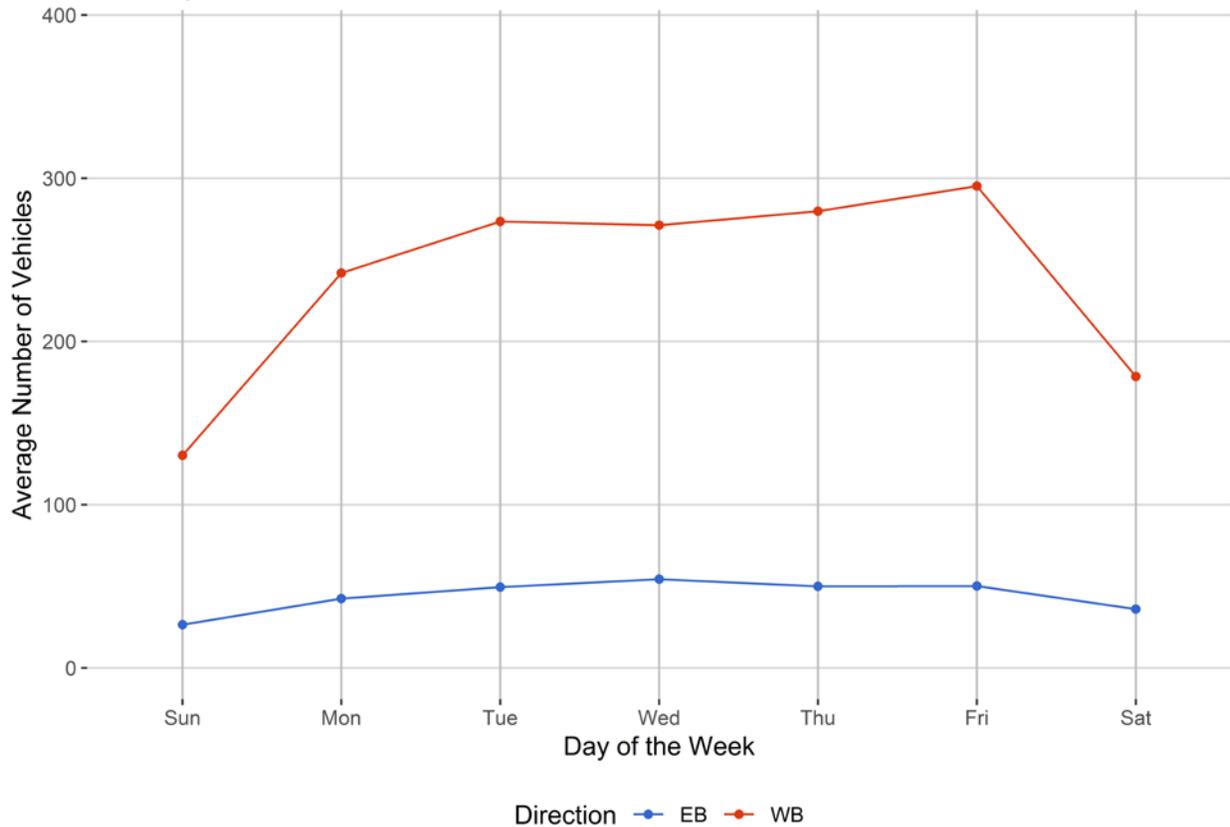


Figure 4 - Passenger Vehicles vs. Hour of the Day

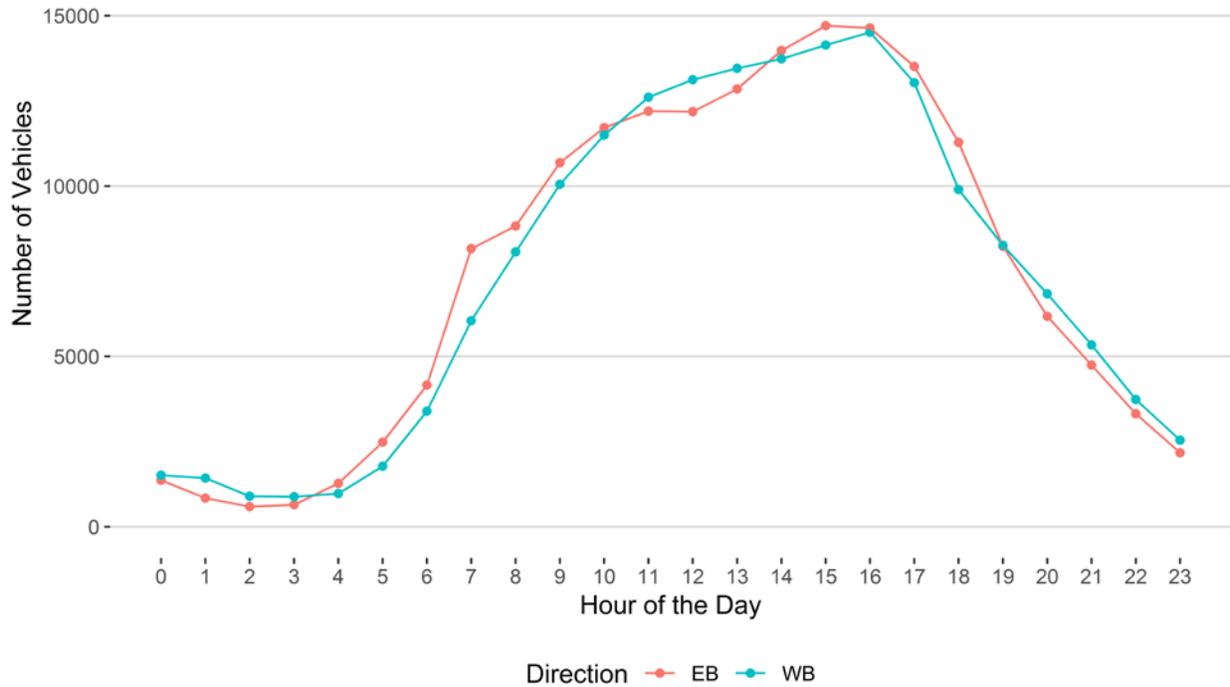


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

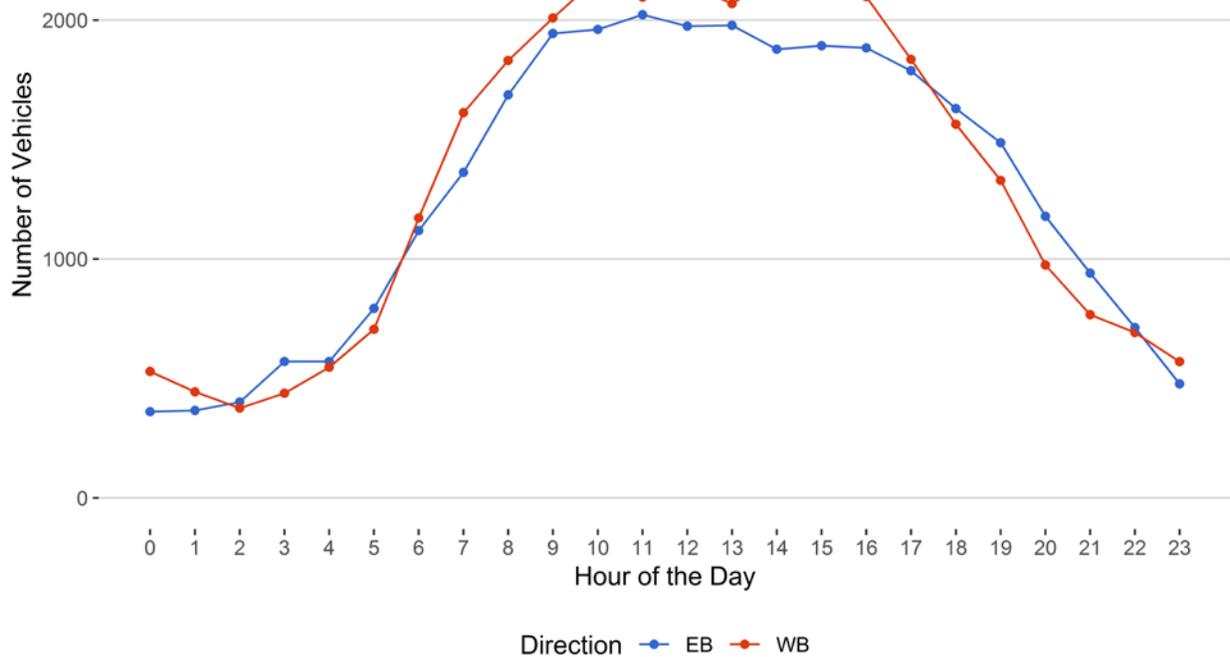


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

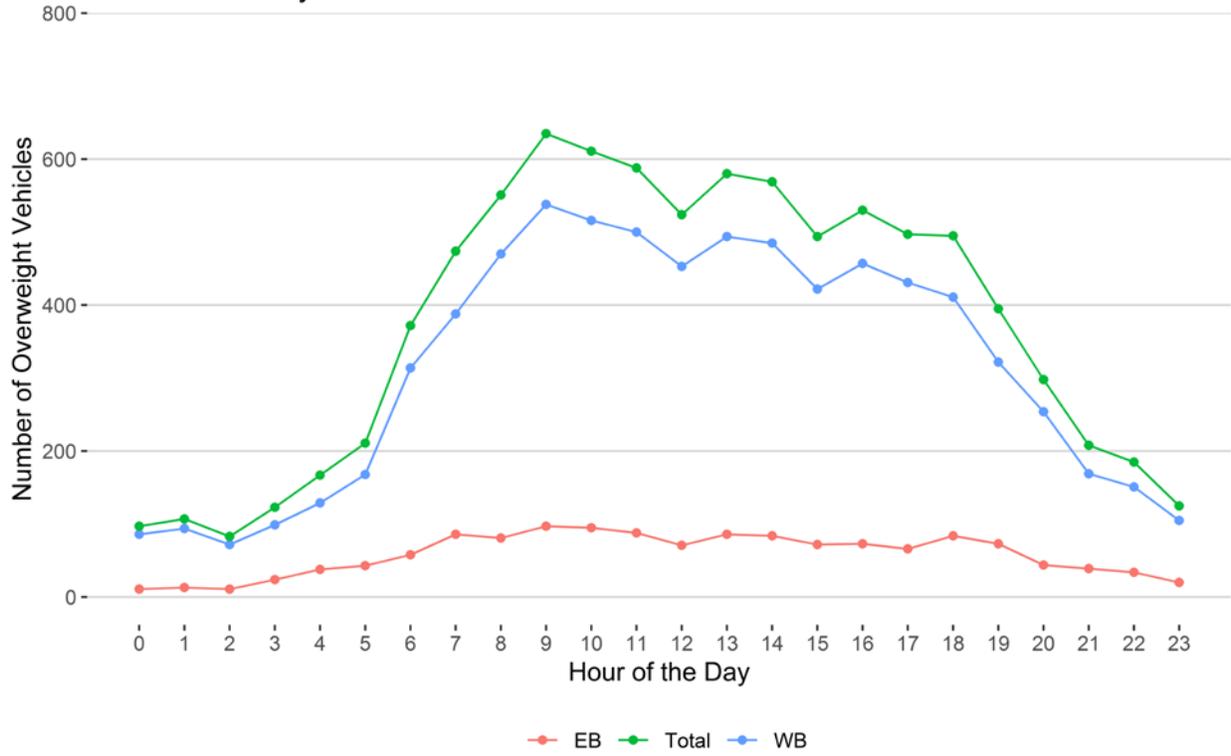
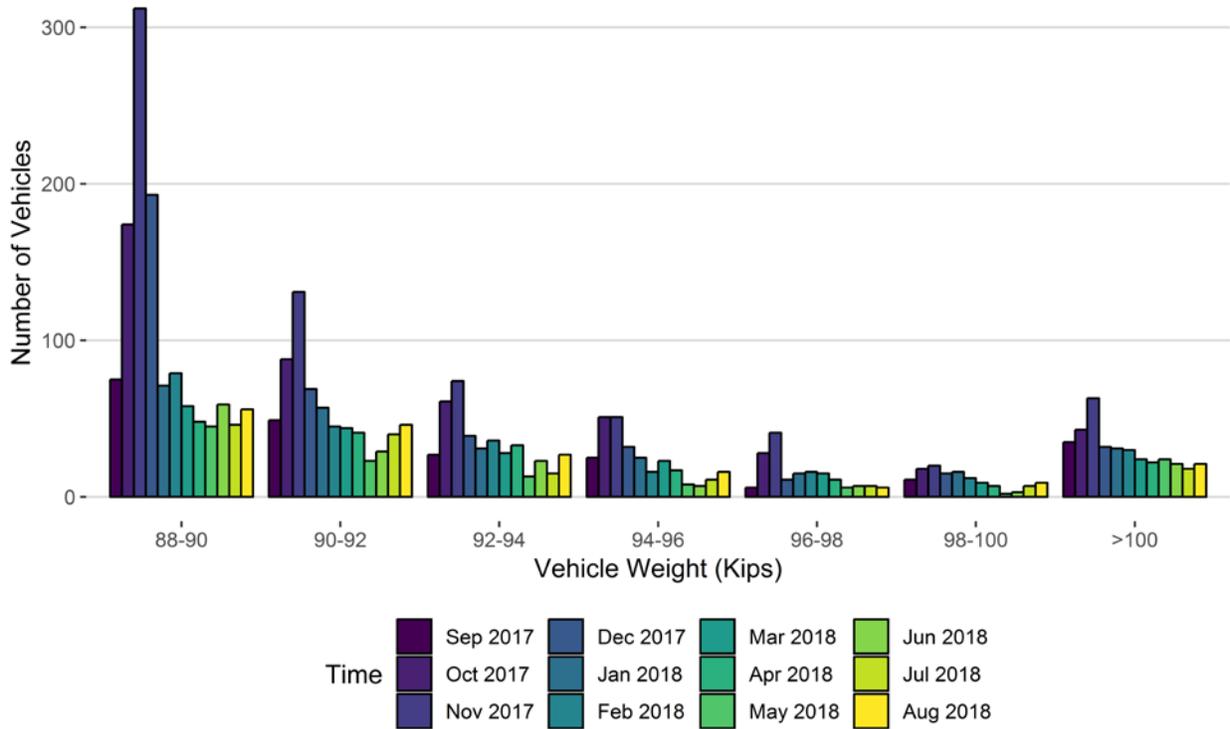
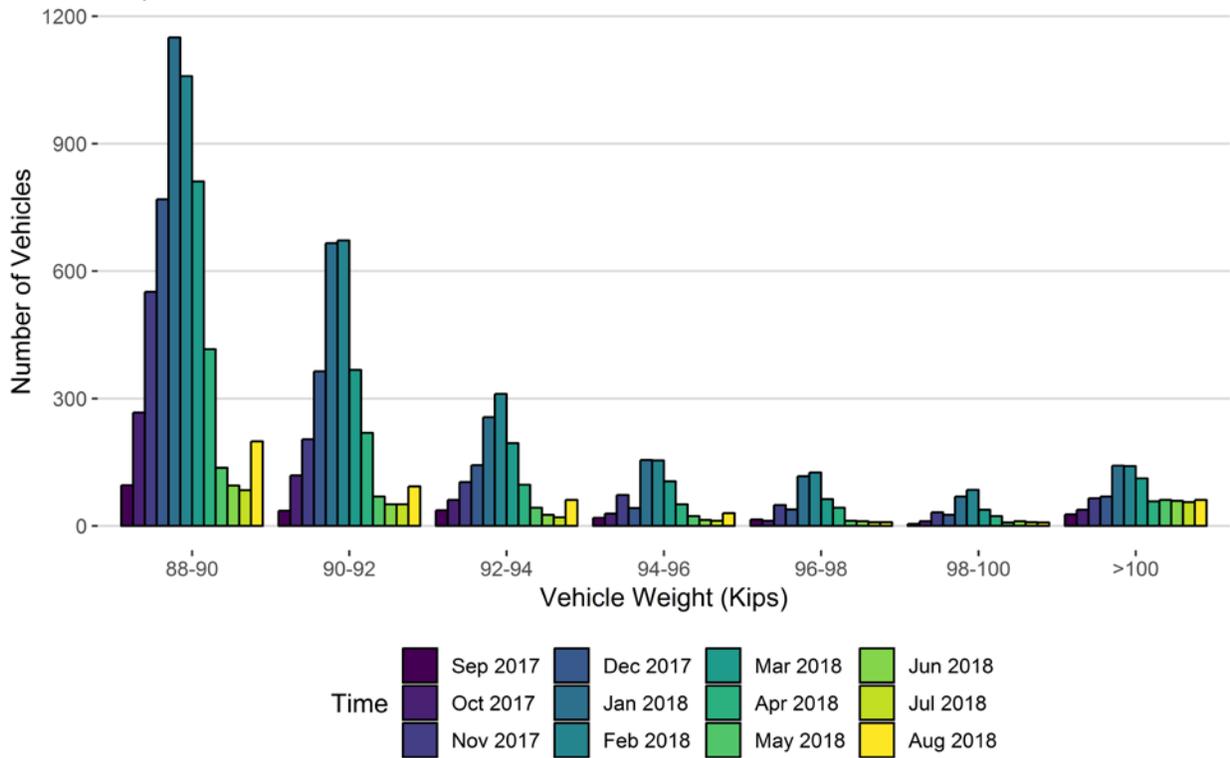


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018
88-90	75	174	312	193	71	79	58	48	45	59	46	56
90-92	49	88	131	69	57	45	44	41	23	29	40	46
92-94	27	61	74	39	31	36	28	33	13	23	15	27
94-96	25	51	51	32	25	16	23	17	8	7	11	16
96-98	6	28	41	11	15	16	15	11	6	7	7	6
98-100	11	18	20	15	16	12	9	7	2	3	7	9
>100	35	43	63	32	31	30	24	22	24	21	18	21
Total	228	463	692	391	246	234	201	179	121	149	144	181

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



Vehicle Weights (Kips)	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018
88-90	96	267	551	769	1150	1059	811	416	137	95	84	199
90-92	36	119	204	364	666	672	367	219	69	51	51	93
92-94	37	61	103	143	256	311	195	97	43	26	20	61
94-96	19	29	73	42	155	154	105	51	23	14	12	30
96-98	15	12	49	39	117	126	63	43	12	11	9	9
98-100	5	11	32	26	69	85	38	23	8	11	9	8
>100	27	38	65	69	142	141	112	58	61	59	56	61
Total	235	537	1077	1452	2555	2548	1691	907	353	267	241	461

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

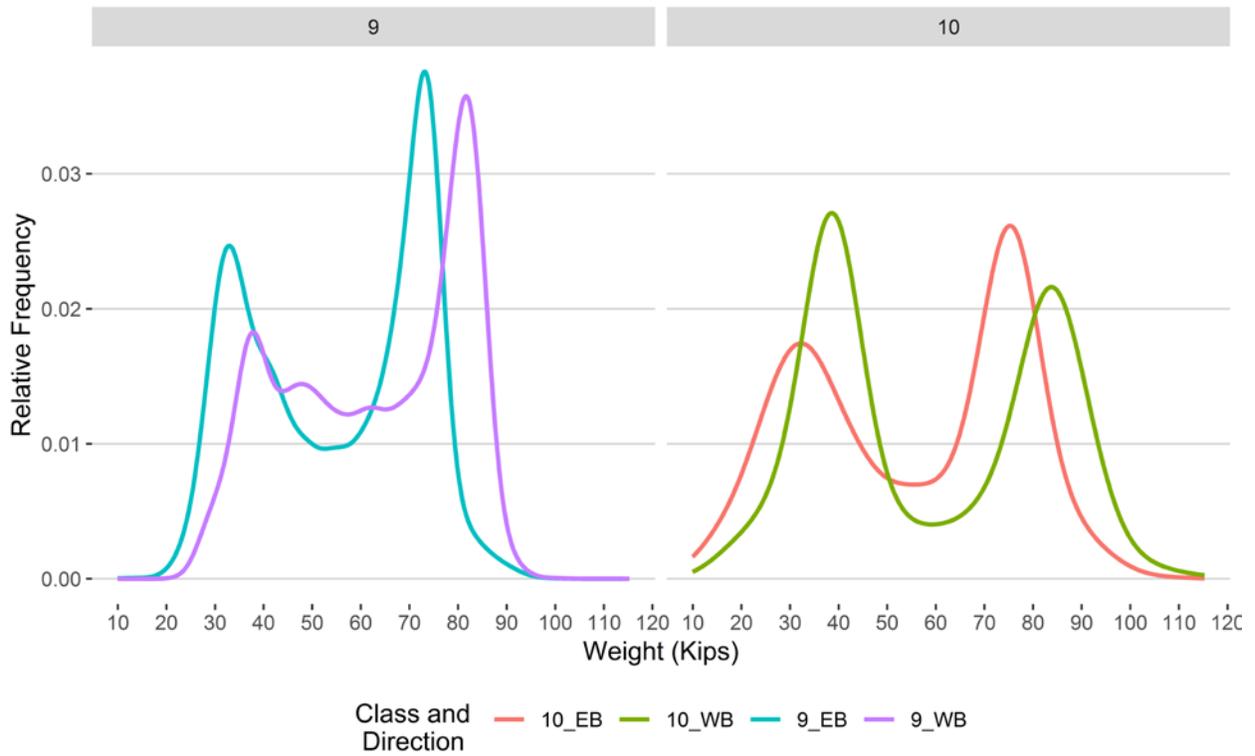


Figure 9 - Freight Percentage by Direction and Class

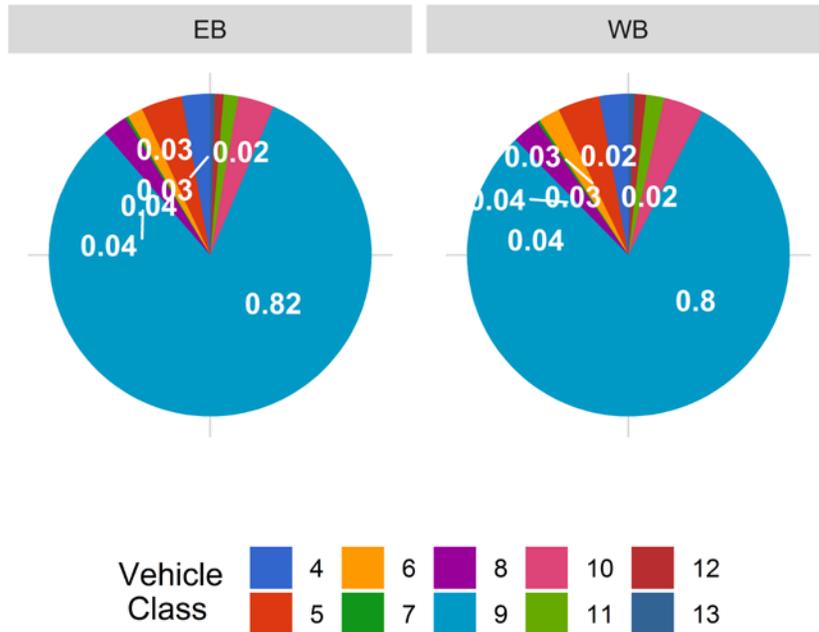


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

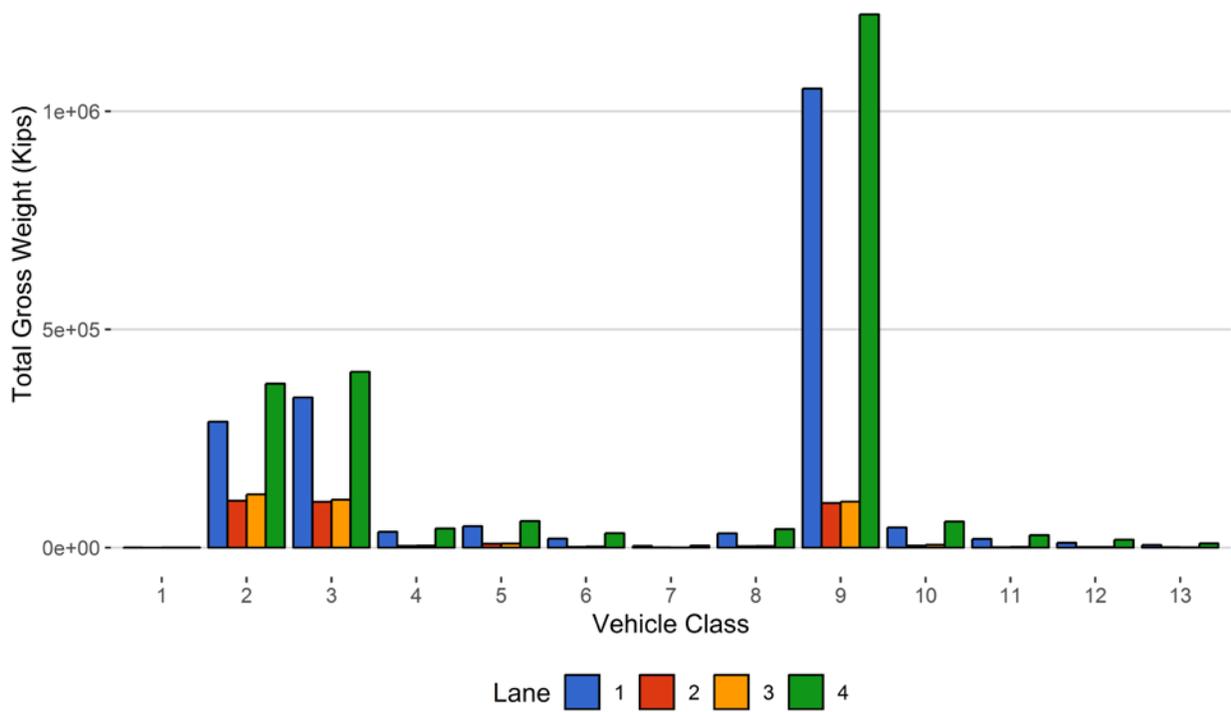


Figure 11 - Total Gross Vehicle Weight t

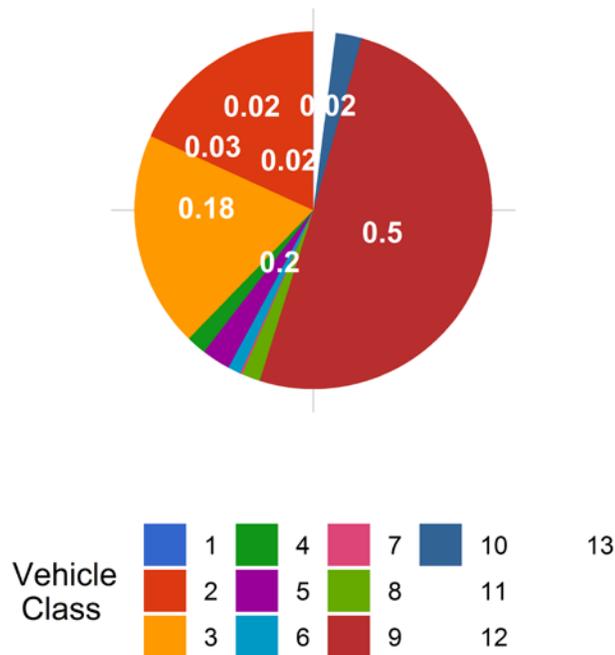


Figure 12 - Total ESALs by Class and Lane

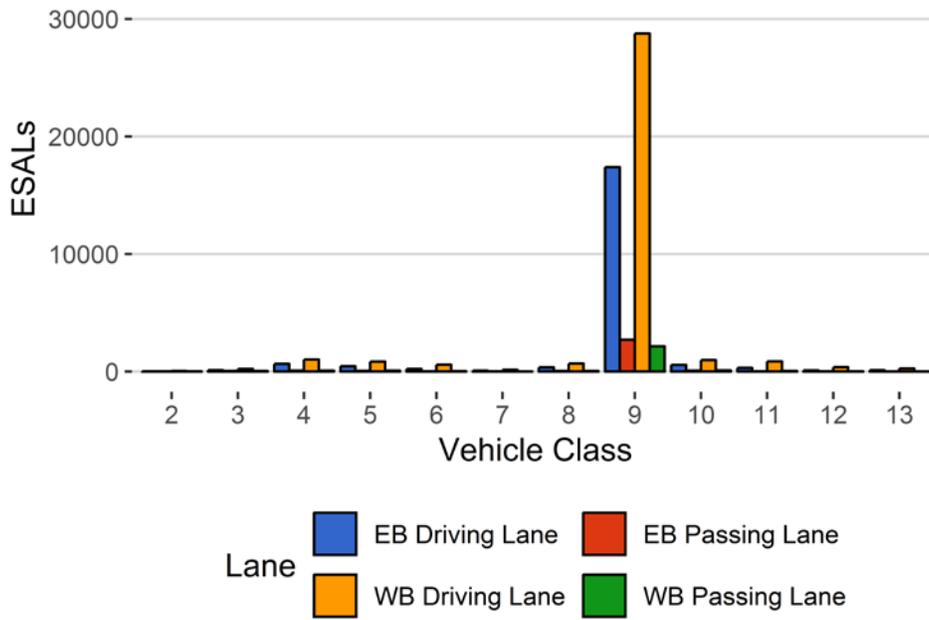


Figure 13 - ESALs by Class

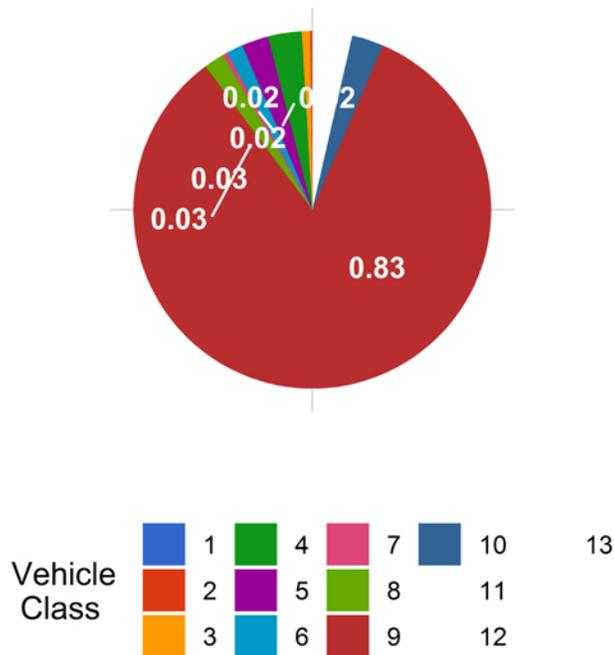


Table 1 Class 9 Front Axle Weight by Lane

<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>
January 2017	NA	NA	11.56	0.00	11.42	0.00	11.52	0.00
February 2017	NA	NA	11.46	-0.87	11.29	-1.15	11.38	-1.19
March 2017	NA	NA	11.36	-1.75	11.17	-2.20	11.26	-2.24
April 2017	NA	NA	11.13	-3.78	11.00	-3.69	11.05	-4.08
May 2017	NA	NA	11.09	-4.13	11.02	-3.59	11.11	-3.60
June 2017	NA	NA	11.07	-4.31	11.24	-1.64	11.28	-2.13
July 2017	NA	NA	11.02	-4.66	11.35	-0.64	11.48	-0.40
August 2017	NA	NA	11.13	-3.73	11.45	0.24	11.61	0.78
September 2017	NA	NA	11.21	-3.01	11.51	0.71	11.76	2.04
October 2017	NA	NA	11.48	-0.73	11.69	2.33	11.99	4.06
November 2017	NA	NA	11.83	2.35	12.16	6.46	12.42	7.77
December 2017	NA	NA	11.97	3.54	12.40	8.54	12.66	9.89
January 2018	10.89	0.00	11.99	3.67	12.51	9.54	12.82	11.29
February 2018	10.95	0.56	12.09	4.57	12.60	10.32	12.90	11.95
March 2018	10.82	-0.60	11.96	3.40	12.25	7.26	12.63	9.61
April 2018	10.60	-2.64	11.92	3.05	12.07	5.66	12.34	7.06
May 2018	10.29	-5.51	11.64	0.68	11.82	3.44	12.00	4.15
June 2018	10.22	-6.11	11.69	1.13	11.78	3.10	11.97	3.89
July 2018	10.25	-5.83	11.86	2.55	11.78	3.13	11.99	4.08
August 2018	10.35	-4.90	11.96	3.47	11.92	4.34	12.18	5.71

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	9	264	0.1	0	0
2	7384	228900	52.3	0	0
3	4611	142928	32.7	0	0
4	112	3474	0.8	315	3.5
5	311	9636	2.2	111	1.2
6	67	2076	0.5	112	1.3
7	6	199	0	46	0.5
8	93	2880	0.7	105	1.2
9	1402	43457	9.9	7465	83.8
10	68	2094	0.5	482	5.4
11	31	965	0.2	78	0.9
12	17	520	0.1	64	0.7
13	6	176	0	127	1.4
TOTAL	14115	437569	100	8905	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>
2018-08-29	Wednesday	13:56:04	10	WB	4	115.27
2018-08-17	Friday	17:11:00	10	WB	4	113.72
2018-08-28	Tuesday	21:37:17	9	WB	4	111.37
2018-08-09	Thursday	21:51:44	10	WB	4	109.63
2018-08-29	Wednesday	02:09:08	9	WB	4	109
2018-08-17	Friday	11:22:59	10	WB	4	108.8
2018-08-28	Tuesday	19:43:21	9	WB	4	108.11
2018-08-20	Monday	13:20:27	10	EB	2	107.9
2018-08-24	Friday	18:30:37	10	WB	4	105.39
2018-08-20	Monday	14:19:36	10	WB	4	104.53

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	EB	15	1616	216	13.4	37212	2779	8106
5	EB	8	4549	937	20.6	51009	6622	11056
6	EB	19	851	279	32.8	17406	4696	3269
7	EB	11.5	98	0	0	4142	0	1507
8	EB	31	1322	863	65.3	17166	18503	1469
9	EB	33	20870	3103	14.9	1062012	91829	237850
10	EB	33.5	914	219	24	44874	5747	10796
11	EB	36.5	459	163	35.5	16016	4790	2606
12	EB	36.5	231	19	8.2	11703	473	1983
13	EB	31.5	73	2	2.7	6532	50	2148
TOTAL	****	****	30983	5801	****	1268072	****	280790
<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	WB	15	1741	100	5.7	46784	1368	11084
5	WB	8	4763	210	4.4	68360	1537	15968
6	WB	19	1155	65	5.6	34261	1142	6776
7	WB	11.5	94	0	0	4849	0	1884
8	WB	31	1461	616	42.2	33545	12305	3675
9	WB	33	21127	848	4	1301926	25405	316360
10	WB	33.5	1110	105	9.5	62887	2758	14610
11	WB	36.5	474	52	11	28794	1252	6695
12	WB	36.5	272	14	5.1	18911	349	4747
13	WB	31.5	97	1	1	10041	19	3508
TOTAL	****	****	32294	2011	****	1610358	****	385307
GRAND TOTAL	****	****	63277	7812	306	2878430	181623	666097

Table 5 Gross Vehicle Weight by Class and Lane

<i>Vehicle Class</i>	<i>EB Driving Lane</i>	<i>EB Passing Lane</i>	<i>WB Passing Lane</i>	<i>WB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
1	151	26	45	116	338	0
2	288385	107351	121988	375673	893398	18.2
3	344180	104921	109704	402878	961684	19.6
4	36058	3933	4347	43804	88143	1.8
5	49011	8619	9098	60798	127527	2.6
6	20434	1669	2490	32913	57505	1.2
7	3716	425	238	4611	8991	0.2
8	32627	3042	3483	42367	81519	1.7
9	1051953	101888	105178	1222153	2481172	50.5
10	46197	4424	6167	59479	116267	2.4
11	19909	897	1678	28368	50851	1
12	10888	1289	1425	17835	31437	0.6
13	5737	845	574	9486	16641	0.3
TOTAL	1909247	339329	366416	2300480	4915473	100
GVW/LANE	38.84	6.9	7.45	46.8	100	0

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

<i>Vehicle Class</i>	<i>EB Driving Lane</i>	<i>EB Passing Lane</i>	<i>WB Passing Lane</i>	<i>WB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0	0	0.0039
2	23	15	17	62	117	0.19	0.0011
3	121	50	49	240	460	0.75	0.0067
4	651	92	88	1032	1863	3.04	1.11
5	464	79	82	861	1485	2.43	0.32
6	239	30	45	593	908	1.48	0.91
7	87	21	7	146	261	0.43	2.66
8	361	50	48	689	1149	1.88	0.83
9	17394	2716	2163	28763	51036	83.34	2.43
10	579	88	104	989	1760	2.87	1.74
11	320	23	54	868	1265	2.07	2.69
12	106	15	23	376	520	0.85	2.05
13	116	14	11	272	414	0.68	4.6
TOTAL	20461	3193	2691	34892	61237	100	19
ESALS/LANE	33.4	5.2	4.4	57	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>
Sep 2017	377524	12584	2057	315802	83.7	61721.5	16.3	92	8
Oct 2017	347110	11197	2003	285006	82.1	62103.7	17.9	92.6	7.4
Nov 2017	308779	10293	1764	255866	82.9	52913.4	17.1	93.2	6.8
Dec 2017	274327	8849	1455	229224	83.6	45103	16.4	93.6	6.4
Jan 2018	242457	7821	1502	195903	80.8	46554.3	19.2	93.8	6.2
Feb 2018	220990	7892	1584	176648	79.9	44341.7	20.1	93.4	6.6
Mar 2018	280298	9042	1611	230353	82.2	49945.1	17.8	93.2	6.8
Apr 2018	267156	8905	1586	219578	82.2	47578.5	17.8	92.6	7.4
May 2018	358888	11577	1879	300637	83.8	58251.1	16.2	92.1	7.9
Jun 2018	403413	13447	1991	343676	85.2	59737.3	14.8	91.1	8.9
Jul 2018	433111	13971	2018	370548	85.6	62563	14.4	91.2	8.8
Aug 2018	437569	14115	2112	372092	85	65476.8	15	90.9	9.1
TOTAL	3951622	-	-	3295333	-	656290	-	-	-
AVERAGE	329302	10808	1797	274611	83	54691	17	92	8

ESALS

<i>Month</i>	<i>ESALS EB Passing Lane</i>	<i>ESALS EB Driving Lane</i>	<i>ESALS WB Driving Lane</i>	<i>ESALS WB Passing Lane</i>	<i>Total ESALS</i>	<i>Driving Lane ESALS %</i>	<i>Passing Lane ESALS %</i>	<i>Pavement Life Decrease Months</i>
Sep 2017	27300	2308	1952	28402	59963	93	7	2.8
Oct 2017	30927	2292	1781	33278	68278	94	6	6.2
Nov 2017	30014	1995	1818	33423	67251	94	6	12.4
Dec 2017	18313	1169	1522	26742	47746	94	6	20.9
Jan 2018	20474	1415	2110	34986	58984	94	6	30.4
Feb 2018	18539	1460	2079	31208	53286	93	7	35.5
Mar 2018	20570	1668	2103	34246	58587	94	6	20.2
Apr 2018	17863	1980	1824	29657	51324	93	7	12.1
May 2018	18187	2207	2067	32166	54627	92	8	4.4
Jun 2018	18041	2590	2413	31030	54075	91	9	3.1
Jul 2018	18401	3035	2196	32322	55954	91	9	2.8
Aug 2018	20552	3197	2709	34960	61418	90	10	4.9
TOTAL	259181	25316	24575	382420	691492	-	-	-
AVERAGE	21598	2110	2048	31868	57624	93	7	13

Gross Vehicle Weight

<i>Month</i>	<i>GVW EB Passing Lane</i>	<i>GVW EB Driving Lane</i>	<i>GVW WB Passing Lane</i>	<i>GVW WB Driving Lane</i>	<i>Total GVW Kips</i>
Sep 2017	1414968	113169	175879	1708692	3412708
Oct 2017	1241034	103408	149769	1460708	2954919
Nov 2017	1505144	150289	200019	1792971	3648423
Dec 2017	1378927	161549	190965	1679683	3411124
Jan 2018	1667286	222811	267585	2071628	4229309
Feb 2018	1730907	271875	339657	2137868	4480307
Mar 2018	1788923	325935	348429	2277404	4740692
Apr 2018	1915875	339615	366948	2302915	4925352
May 2018	1980511	242897	280810	2018643	4522861
Jun 2018	1978058	217867	250525	2078389	4524840
Jul 2018	1785461	186160	211393	1888009	4071023
Aug 2018	1236687	118699	157811	1457196	2970393
TOTAL	19623781	2454274	2939791	22874107	47891953
AVERAGE	1635315	204523	244983	1906176	3990996

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>
Sep 2017	9421	2.6	15.7	463	78
Oct 2017	13619	4.1	22.7	1001	110
Nov 2017	14594	4.9	28.4	1774	183
Dec 2017	9587	4.2	25.7	1846	144
Jan 2018	11324	4.9	25.2	2802	259
Feb 2018	10541	5.4	26.8	2785	271
Mar 2018	10805	4.1	22.8	1892	183
Apr 2018	8708	3.4	19.2	1087	111
May 2018	7621	2.2	13.4	479	99
Jun 2018	7233	1.8	12.4	417	95
Jul 2018	7532	1.8	12.3	389	93
Aug 2018	8919	2.1	14	647	103
TOTAL	119904	-	-	15582	1729
AVERAGE	9992	3.5	19.9	1298.5	144.1

Freight

<i>Month</i>	<i>EB Freight Tons</i>	<i>WB Freight Tons</i>	<i>Total Freight</i>	<i>EB Freight %</i>	<i>WB Freight %</i>
Sep 2017	325609	329272	654880	49.7	50.3
Oct 2017	348879	359241	708120	49.3	50.7
Nov 2017	311790	342391	654181	47.7	52.3
Dec 2017	198068	263968	462036	42.9	57.1
Jan 2018	236169	334184	570353	41.4	58.6
Feb 2018	210407	293452	503859	41.8	58.2
Mar 2018	243395	341854	585249	41.6	58.4
Apr 2018	223199	309322	532521	41.9	58.1
May 2018	246347	360108	606455	40.6	59.4
Jun 2018	249273	351320	600593	41.5	58.5
Jul 2018	258038	359867	617905	41.8	58.2
Aug 2018	280790	385307	666097	42.2	57.8
TOTAL	3131962	4030286	7162248	-	-
AVERAGE	260996.8	335857.2	596854	43.5	56.5