

MAY 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 May 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: 358888 | Passenger Vehicles: 300637 | Heavy Commercial Vehicles: 58251

Monthly Average Daily Traffic (MADT): 11577 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1879

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 Fridays, 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 03 PM and 05 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 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 58251 HCVs, 7612 of them were overweight³. These overweight HCVs contributed to 2.2% of total monthly volume, and 13.4% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Saturdays. 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 86.5% 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 ,124 EB vehicles exceeded 88,000 pounds (72 vehicles were Class 9's; 29 vehicles were Class 13's). Of vehicles traveling WB,

355 EB vehicles exceeded 88,000 pounds (182 vehicles were Class 9's; 112 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from May 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in May 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 606455 tons of freight was recorded to have crossed the WIM. More freight was shipped WB (59.4%) than EB (40.6%). 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 358888 vehicles with a combined GVW of 4229309 kips (1 kip = 1,000 pounds = 0.5 tons) in May 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 54627 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 62.7% of all ESALs were recorded WB while 37.3% was observed EB. In particular, 86% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 56% 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).

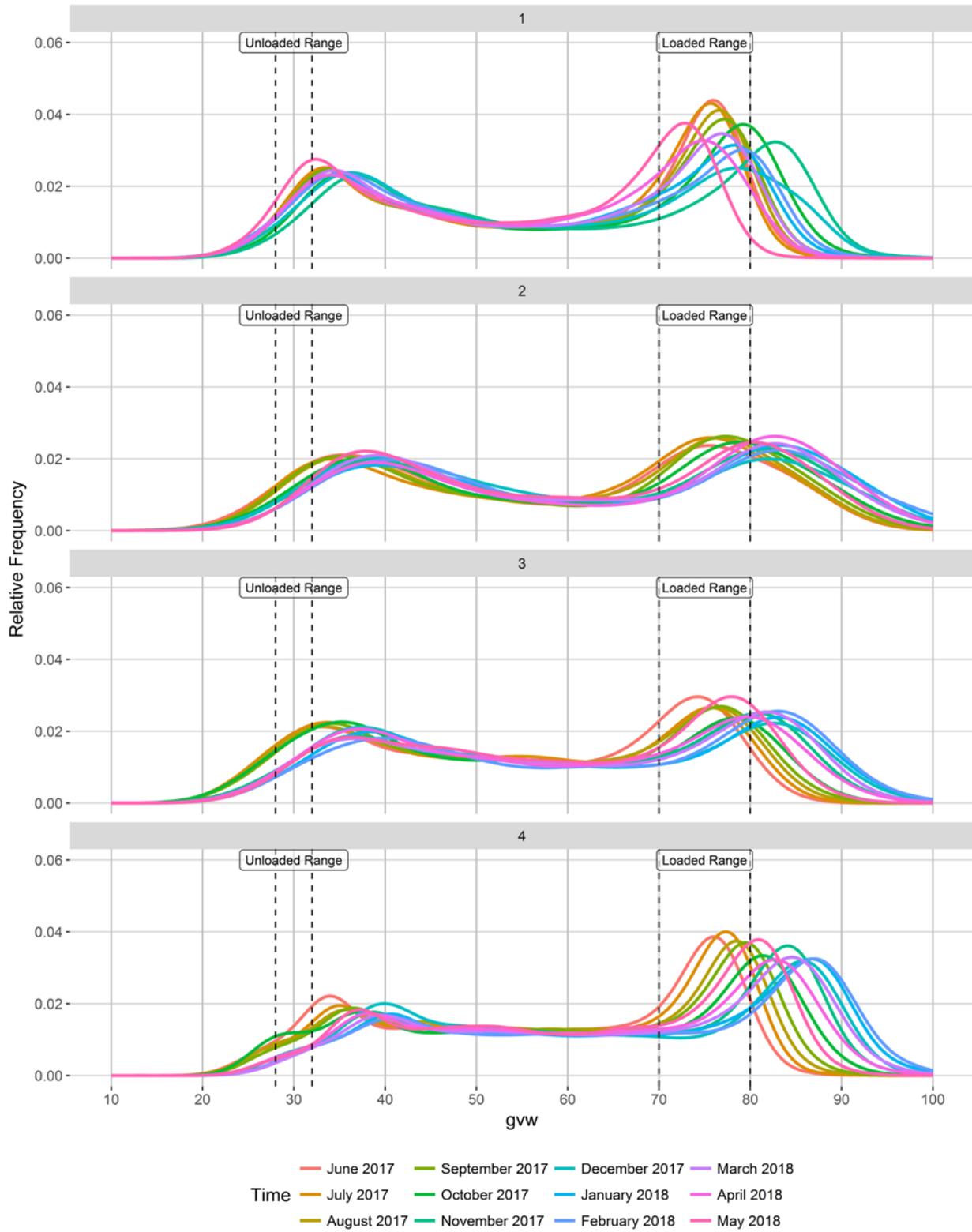
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

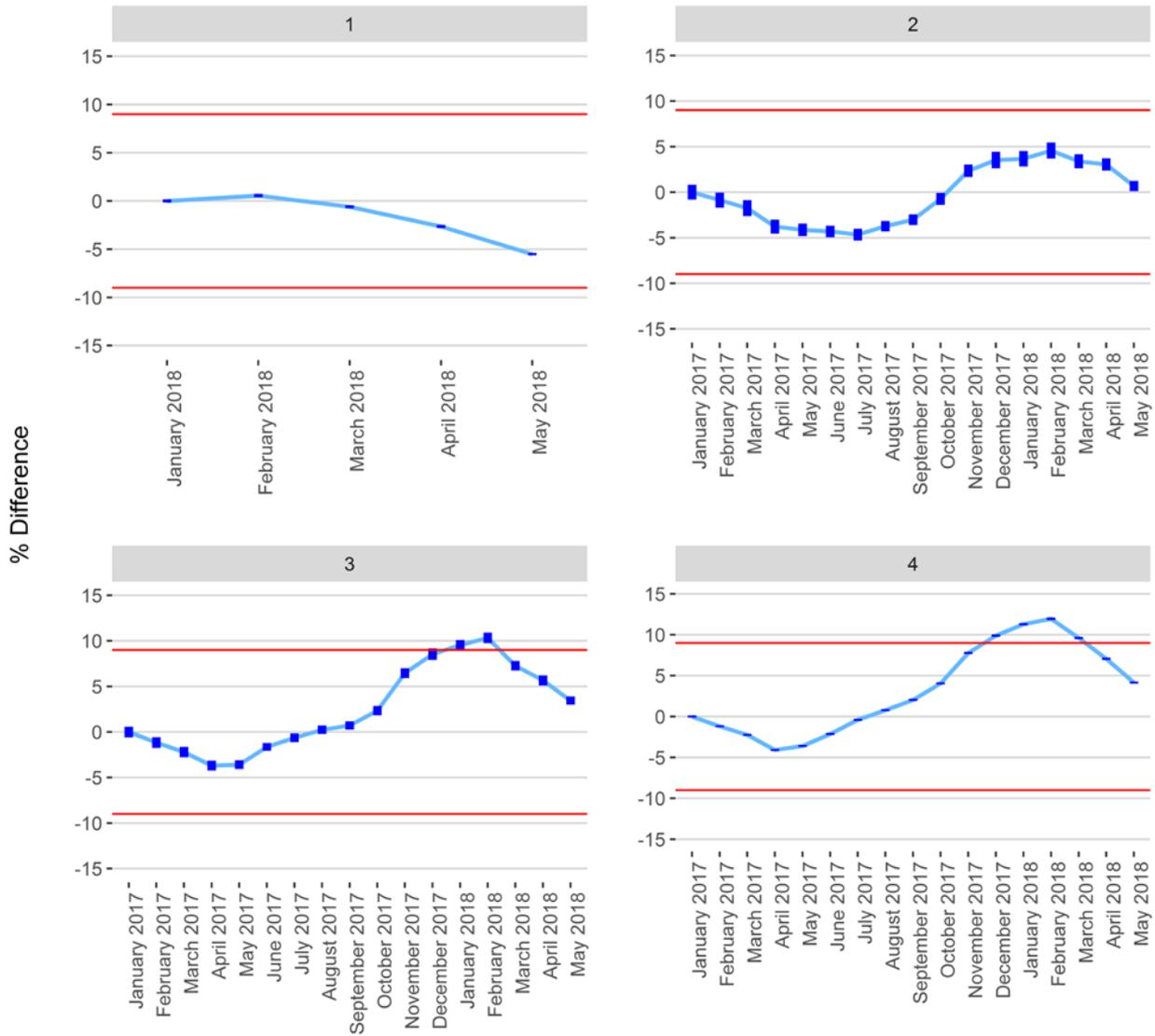
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

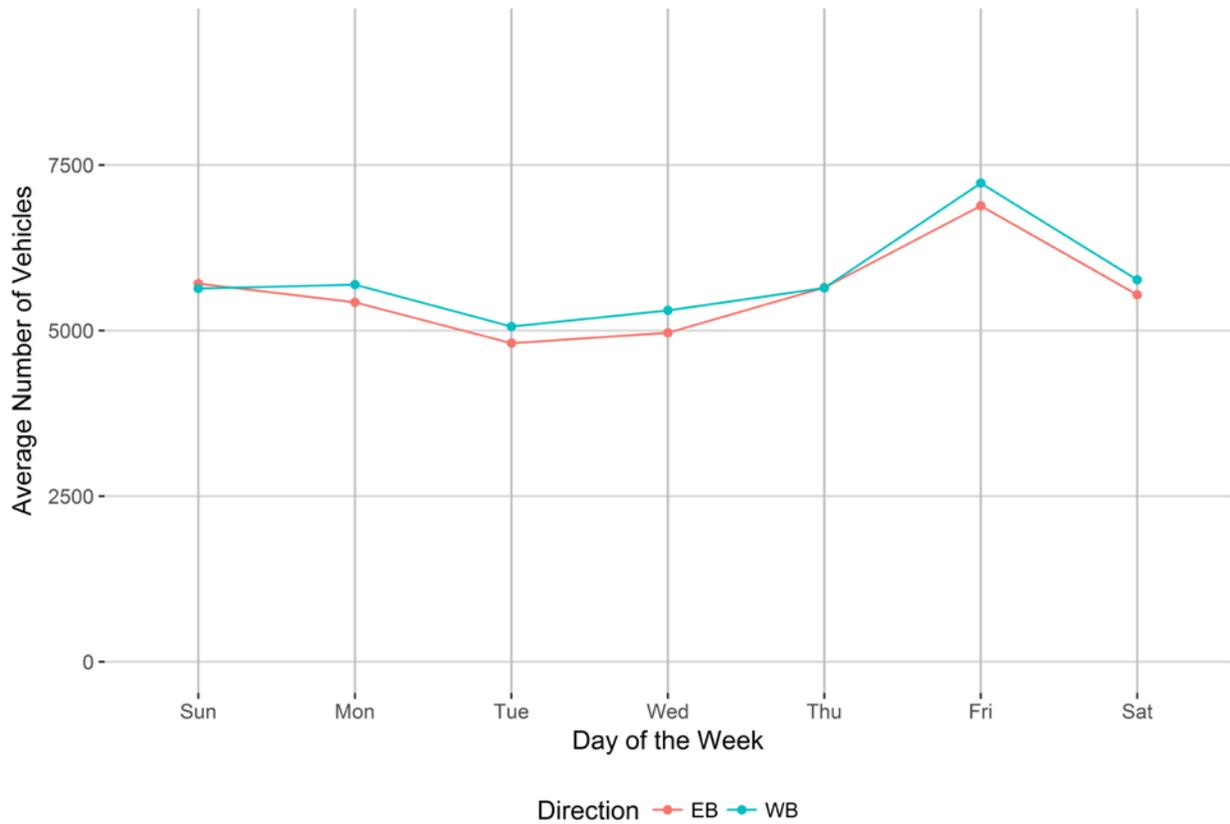


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

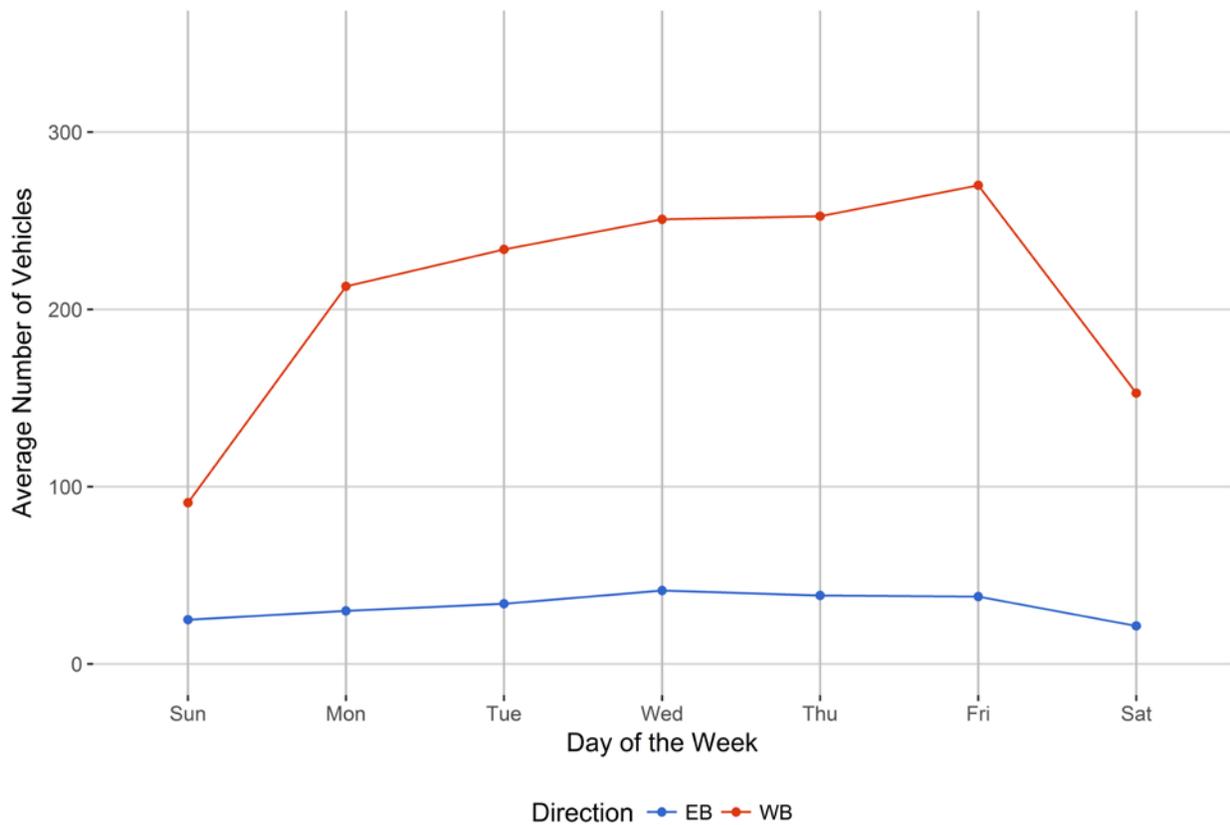


Figure 4 - Passenger Vehicles vs. Hour of the Day

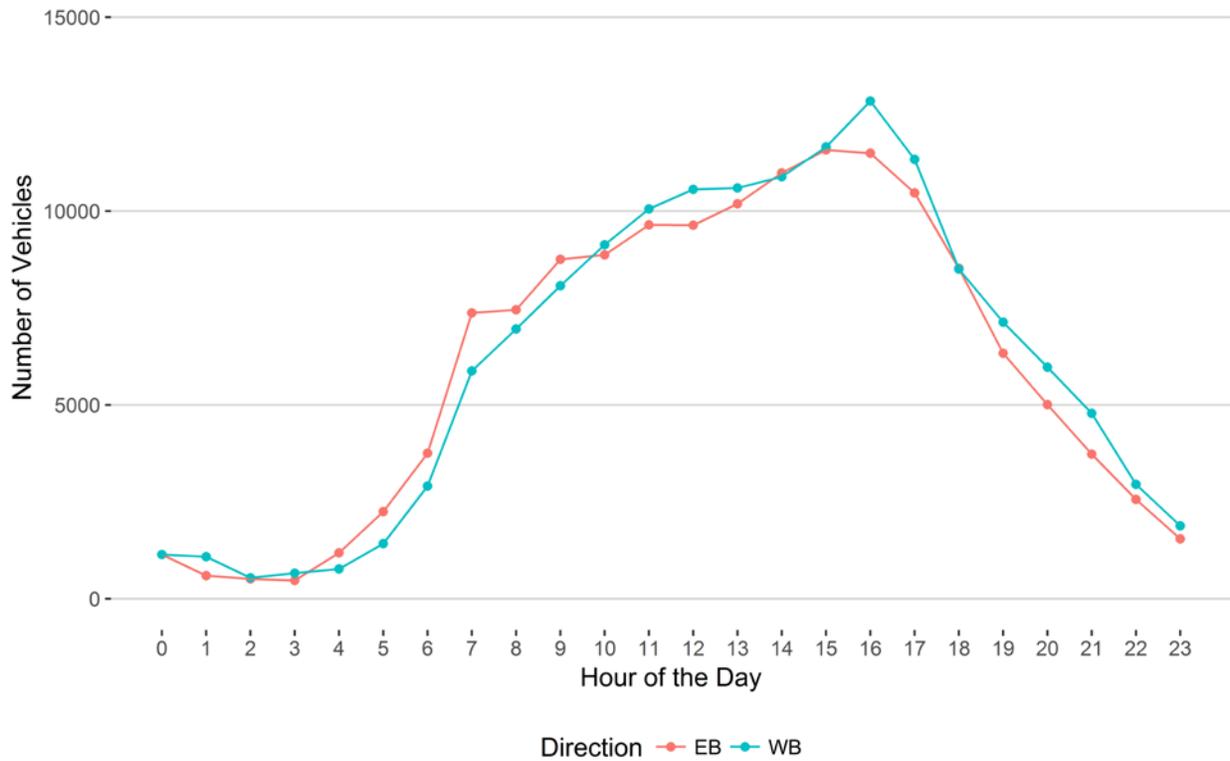


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

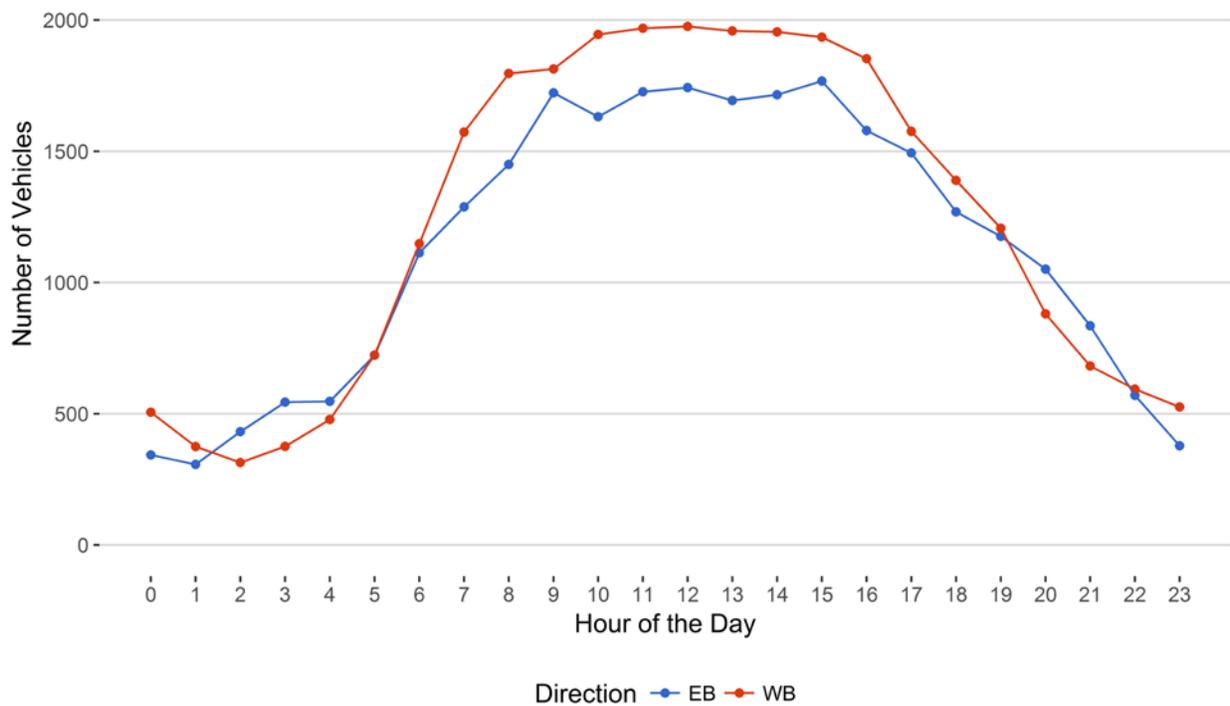


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

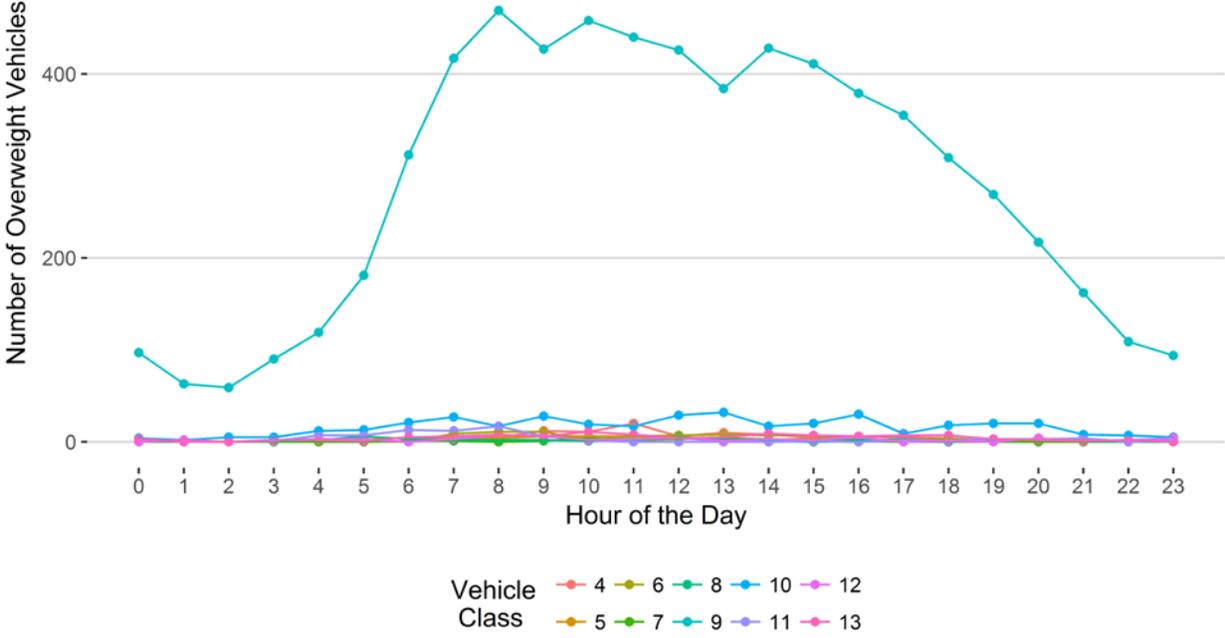


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

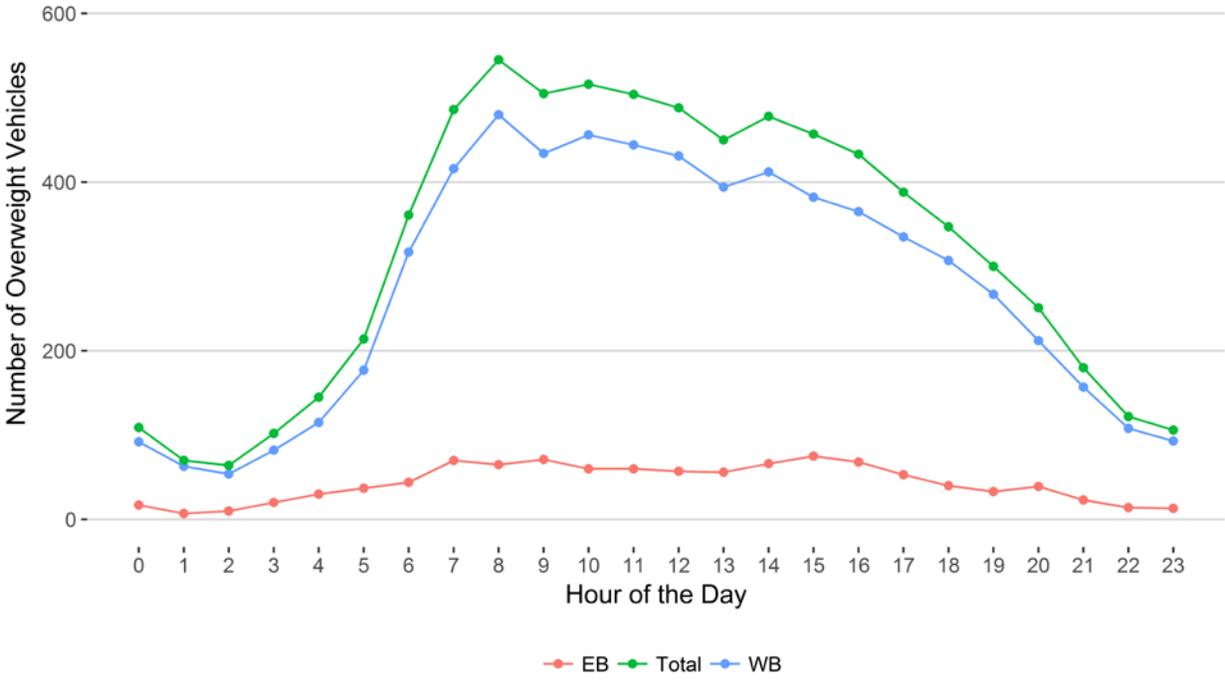
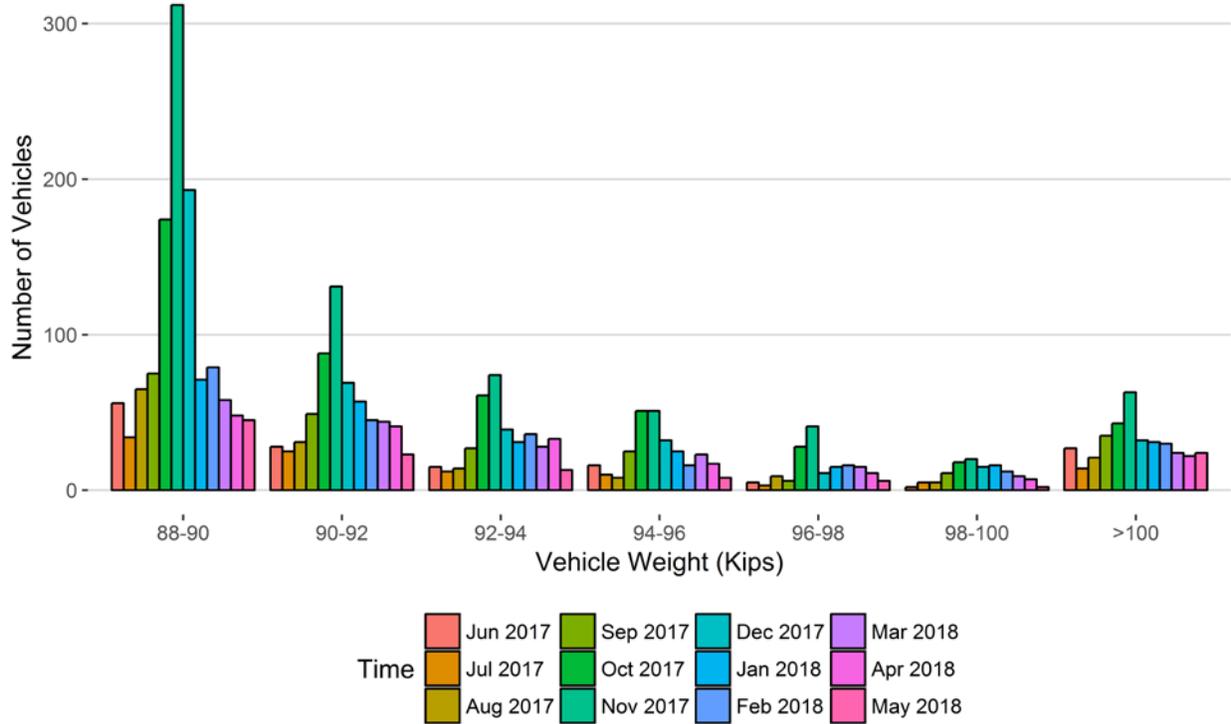
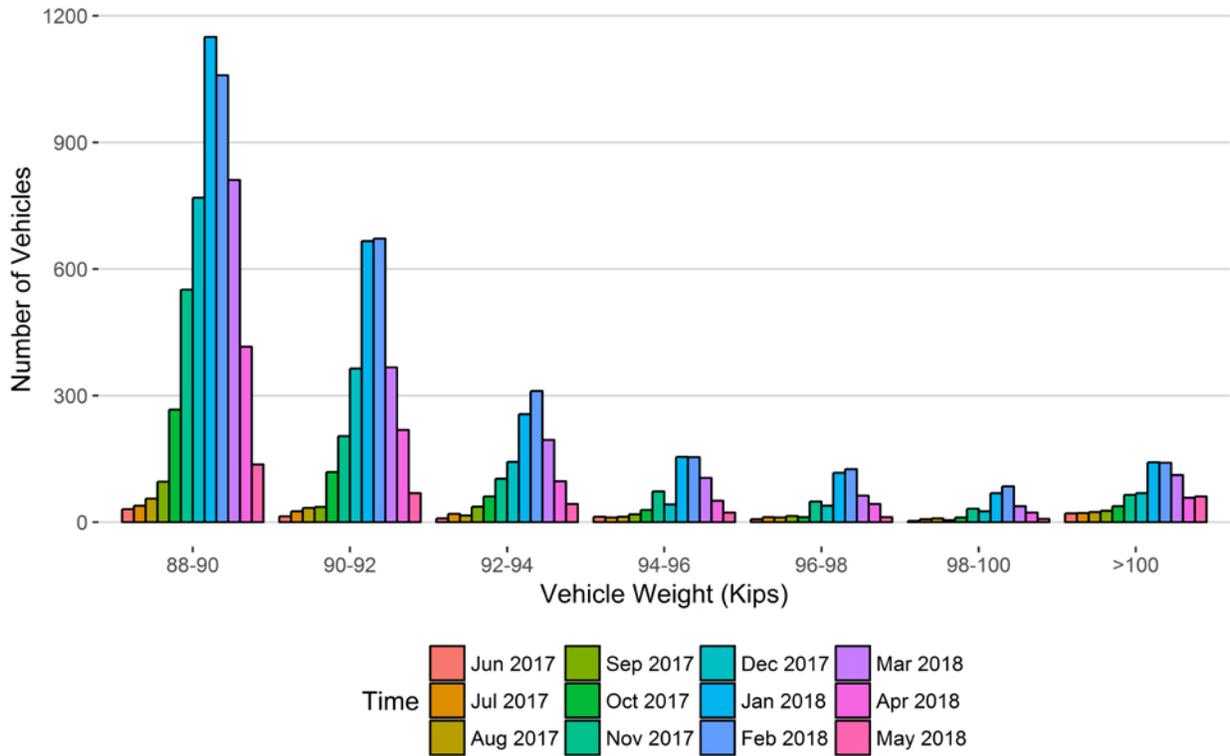


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018
88-90	56	34	65	75	174	312	193	71	79	58	48	45
90-92	28	25	31	49	88	131	69	57	45	44	41	23
92-94	15	12	14	27	61	74	39	31	36	28	33	13
94-96	16	10	8	25	51	51	32	25	16	23	17	8
96-98	5	3	9	6	28	41	11	15	16	15	11	6
98-100	2	5	5	11	18	20	15	16	12	9	7	2
>100	27	14	21	35	43	63	32	31	30	24	22	24
Total	149	103	153	228	463	692	391	246	234	201	179	121

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



Vehicle Weights (Kips)	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018
88-90	31	39	56	96	267	551	769	1150	1059	811	416	137
90-92	14	26	34	36	119	204	364	666	672	367	219	69
92-94	9	20	16	37	61	103	143	256	311	195	97	43
94-96	13	11	13	19	29	73	42	155	154	105	51	23
96-98	7	12	11	15	12	49	39	117	126	63	43	12
98-100	3	7	9	5	11	32	26	69	85	38	23	8
>100	21	22	24	27	38	65	69	142	141	112	58	61
Total	98	137	163	235	537	1077	1452	2555	2548	1691	907	353

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

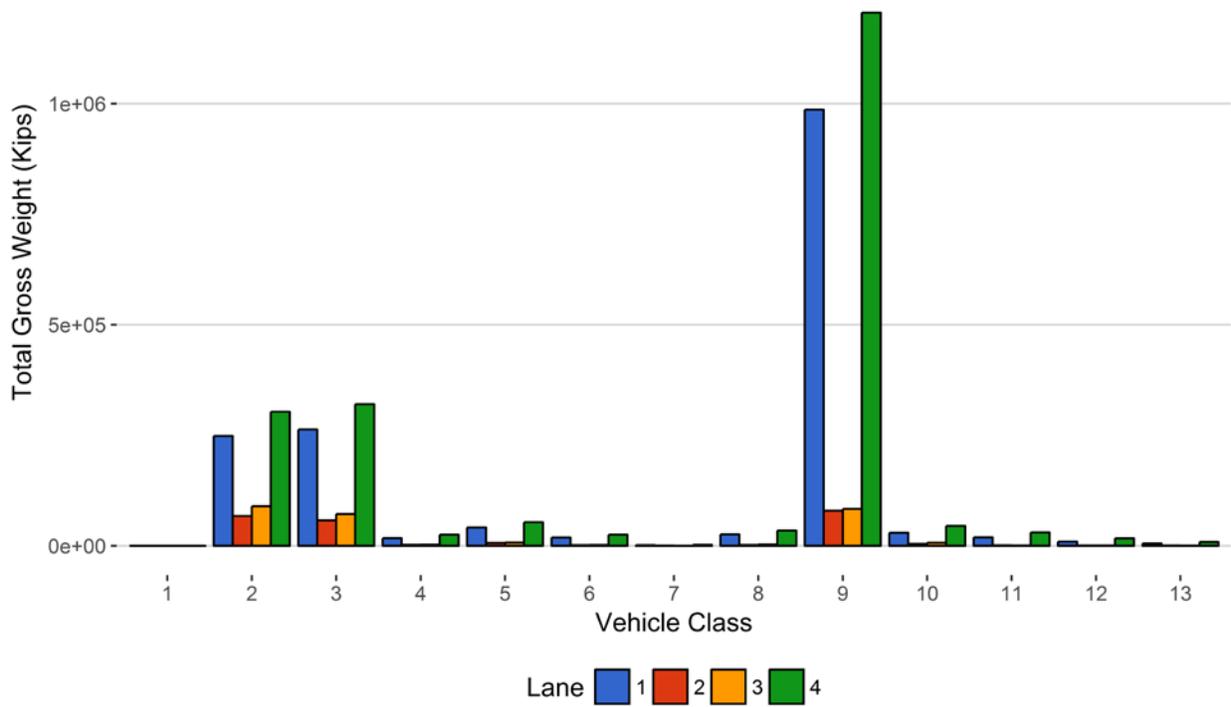


Figure 11 - Total Gross Vehicle Weight I

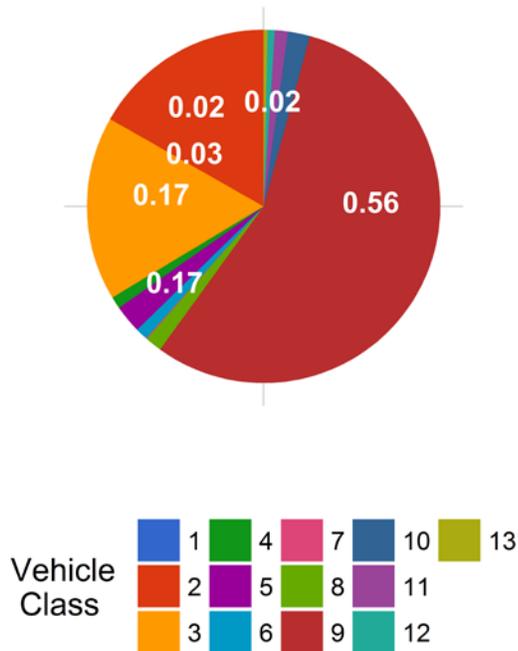


Figure 12 - Total ESALs by Class and Lane

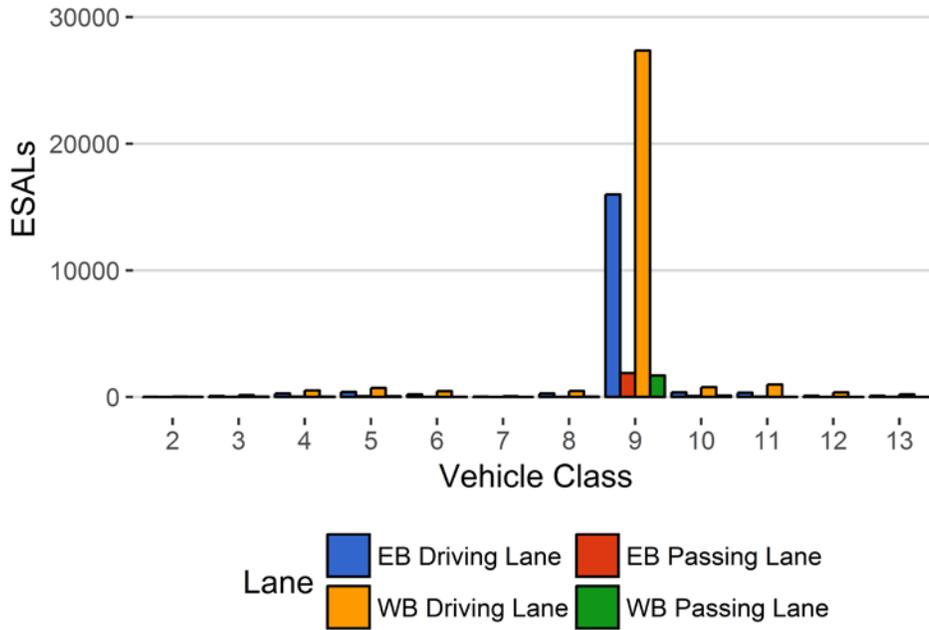


Figure 13 - ESALs by Class

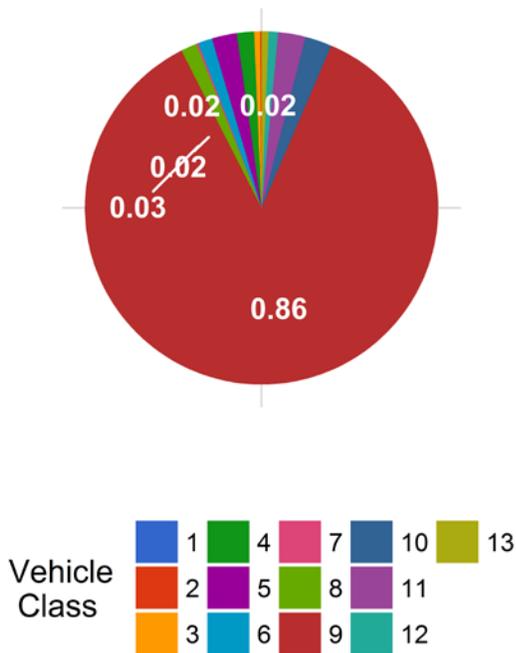


Table 1 Class 9 Front Axle Weight by Lane

<i>Month</i>	<i>Lane 1 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 2 (Kips)</i>	<i>Front Axle +/- 9%</i>	<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

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	3	85	0	0	0
2	6003	186084	51.9	0	0
3	3692	114467	31.9	0	0
4	58	1794	0.5	104	1.4
5	261	8102	2.3	60	0.8
6	56	1729	0.5	79	1
7	3	96	0	20	0.3
8	68	2115	0.6	42	0.6
9	1334	41356	11.5	6675	87.7
10	50	1558	0.4	385	5.1
11	28	882	0.2	83	1.1
12	14	445	0.1	59	0.8
13	6	174	0	105	1.4
TOTAL	11577	358888	100	7612	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>
2018-05-07	Monday	08:30:49	10	WB	4	118.91
2018-05-10	Thursday	14:32:41	10	WB	4	112.93
2018-05-02	Wednesday	11:27:12	10	WB	4	111.83
2018-05-02	Wednesday	10:39:48	10	WB	4	111.26
2018-05-15	Tuesday	20:11:34	10	WB	4	111.07
2018-05-30	Wednesday	08:20:06	9	EB	2	109.14
2018-05-12	Saturday	12:20:05	10	EB	1	108.06
2018-05-24	Thursday	13:03:48	10	WB	4	107.62
2018-05-01	Tuesday	08:38:28	10	WB	4	106.26
2018-05-18	Friday	16:16:33	10	WB	4	105.75

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	752	129	17.2	17418	1613	4036
5	EB	8	3748	888	23.7	41461	6333	9291
6	EB	19	782	273	34.9	15148	4701	2738
7	EB	11.5	41	0	0	1642	0	585
8	EB	31	931	516	55.4	15598	12152	1367
9	EB	33	19557	3204	16.4	970577	95139	215464
10	EB	33.5	632	155	24.5	29056	4283	6538
11	EB	36.5	401	87	21.7	17100	2827	2819
12	EB	36.5	189	7	3.7	9947	221	1652
13	EB	31.5	69	1	1.4	5853	30	1855
TOTAL	****	****	27102	5260	****	1123800	****	246347
<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	993	118	11.9	26064	1575	6470
5	WB	8	4132	189	4.6	59245	1380	13851
6	WB	19	900	52	5.8	25985	945	4936
7	WB	11.5	52	1	1.9	2019	9	716
8	WB	31	1126	411	36.5	28079	9022	2957
9	WB	33	20665	945	4.6	1261506	27780	305373
10	WB	33.5	883	75	8.5	49523	1956	11228
11	WB	36.5	457	14	3.1	30496	312	7163
12	WB	36.5	244	5	2	17444	101	4360
13	WB	31.5	100	2	2	9196	41	3054
TOTAL	****	****	29552	1812	****	1509557	****	360108
GRAND TOTAL	****	****	56654	7072	280	2633357	170420	606455

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	47	4	7	45	103	0
2	248493	67298	89285	303192	708268	16.8
3	262900	57486	71801	320271	712458	16.9
4	17100	1931	2340	25299	46670	1.1
5	41196	6598	7434	53191	108419	2.6
6	18480	1369	1773	25156	46779	1.1
7	1424	218	98	1931	3671	0.1
8	25902	1849	2618	34484	64852	1.5
9	986422	79294	83369	1205916	2355001	55.7
10	29235	4105	6779	44701	84819	2
11	18886	1041	781	30026	50734	1.2
12	9384	784	689	16855	27713	0.7
13	5144	738	401	8836	15120	0.4
TOTAL	1664613	222714	267375	2069904	4224607	100
GVW/LANE	39.4	5.27	6.33	49	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	0.0119
2	19	9	12	41	82	0.15	9e-04
3	80	23	29	159	291	0.53	0.0053
4	271	34	37	515	858	1.57	0.98
5	396	70	66	712	1243	2.28	0.32
6	216	19	24	454	713	1.31	0.85
7	30	5	3	62	101	0.19	2.09
8	274	19	33	474	800	1.47	0.78
9	15987	1887	1703	27349	46927	86.05	2.34
10	364	77	112	780	1334	2.45	1.76
11	334	32	20	986	1372	2.52	3.17
12	88	9	11	361	469	0.86	2.14
13	98	21	6	221	345	0.63	3.87
TOTAL	18157	2206	2057	32116	54536	100	18
ESALS/LANE	33.3	4	3.8	58.9	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>
Jun 2017	407006	13567	2133	343015	84.3	63990.6	15.7	92.1	7.9
Jul 2017	441067	14228	1980	379680	86.1	61387.2	13.9	92	8
Aug 2017	448501	14468	2187	380719	84.9	67782	15.1	91.4	8.6
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
TOTAL	3974103	--	--	3312431	--	661672	--	--	--
AVERAGE	331175	10869	1812	276036	83	55139	17	93	7

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>
Jun 2017	26754	3436	1736	24916	56843	91	9	1.4
Jul 2017	24850	2101	1660	25421	54032	93	7	1.8
Aug 2017	28422	3815	2188	28759	63184	90	10	2
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
TOTAL	282213	25846	22840	363205	694104	--	--	--
AVERAGE	23518	2154	1903	30267	57842	93	7	12

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>
Jun 2017	1414968	113169	175879	1708692	3412708
Jul 2017	1241034	103408	149769	1460708	2954919
Aug 2017	1505144	150289	200019	1792971	3648423
Sep 2017	1378927	161549	190965	1679683	3411124
Oct 2017	1667286	222811	267585	2071628	4229309
Nov 2017	2027536	257078	312474	2033339	4630426
Dec 2017	2010100	281883	325984	2066789	4684756
Jan 2018	2159200	302701	348466	2194196	5004563
Feb 2018	1980511	242897	280810	2018643	4522861
Mar 2018	1978058	217867	250525	2078389	4524840
Apr 2018	1785461	186160	211393	1888009	4071023
May 2018	1236687	118699	157811	1457196	2970393
TOTAL	20384912	2358511	2871680	22450242	48065347
AVERAGE	1698743	196543	239307	1870854	4005446

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>
Jun 2017	5245	1.3	8.4	250	56
Jul 2017	5495	1.3	9.1	241	49
Aug 2017	8117	1.9	12.3	319	60
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
TOTAL	115077	--	--	14939	1603
AVERAGE	9589.8	3.4	19.1	1244.9	133.6

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>
Jun 2017	322551	307287	629838	51.2	48.8
Jul 2017	303599	305570	609169	49.8	50.2
Aug 2017	338549	341446	679995	49.8	50.2
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
TOTAL	3308560	3888095	7196655	--	--
AVERAGE	275713.3	324007.9	599721.2	45.6	54.4