

NOVEMBER 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 November 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 exceeded +/- 9% of baseline calibration values for all lanes except lane 1. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation 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: 304874 | Passenger Vehicles: 253655 | Heavy Commercial Vehicles: 51219

Monthly Average Daily Traffic (MADT): 10162 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1707

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 Sundays, with lowest volumes reported on Mondays. 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 51219 HCVs, 11744 of them were overweight ³. These overweight HCVs contributed to 4.1% of total monthly volume, and 24.4% of total monthly HCV volume. EB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Saturdays. WB overweight vehicles tended to reach highest volumes on Tuesdays, 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 68.1% 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 November.

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 ⁴.

Using normal load limits ,441 EB vehicles exceeded 88,000 pounds (333 vehicles were Class 9's; 69 vehicles were Class 10's). Of vehicles traveling WB,

3716 EB vehicles exceeded 88,000 pounds (3445 vehicles were Class 9's; 157 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from November 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in November 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 592501 tons of freight was recorded to have crossed the WIM. More freight was shipped WB (57.9%) than EB (42.1%). 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 304874 vehicles with a combined GVW of 3802644 kips (1 kip = 1,000 pounds = 0.5 tons) in November 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 62090 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 63% of all ESALs were recorded WB while 37% was observed EB. In particular, 88% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 58% 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).

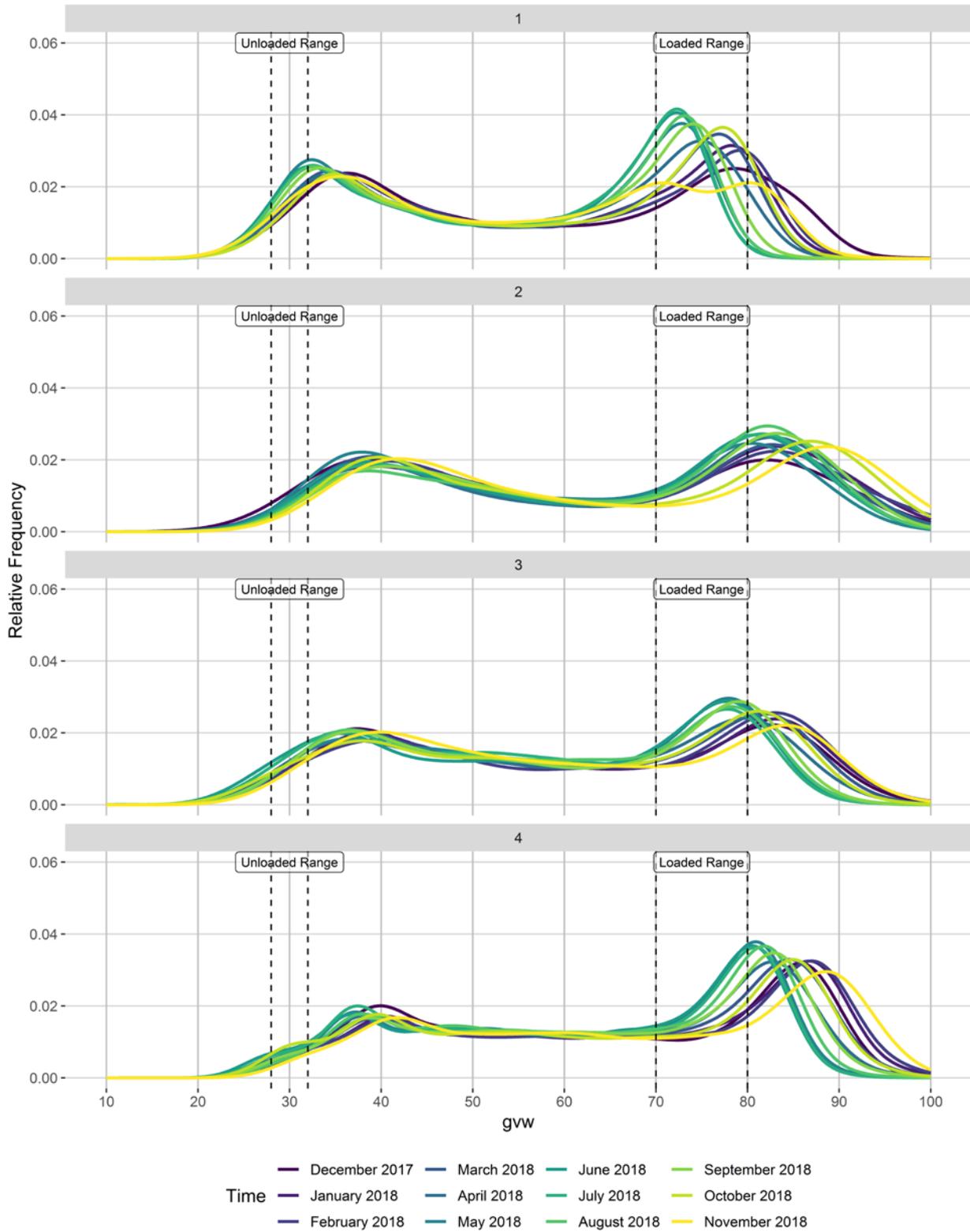
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

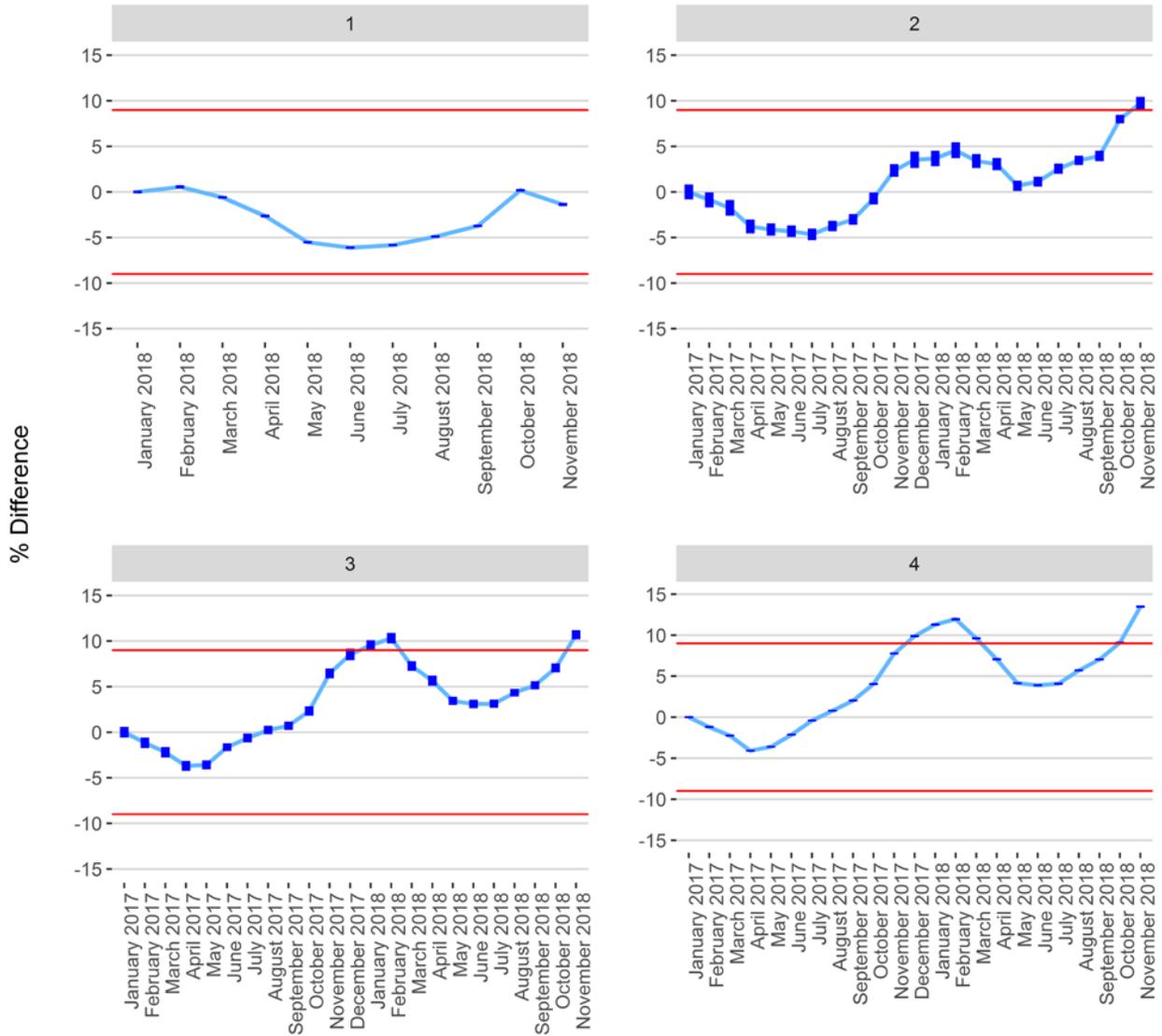
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

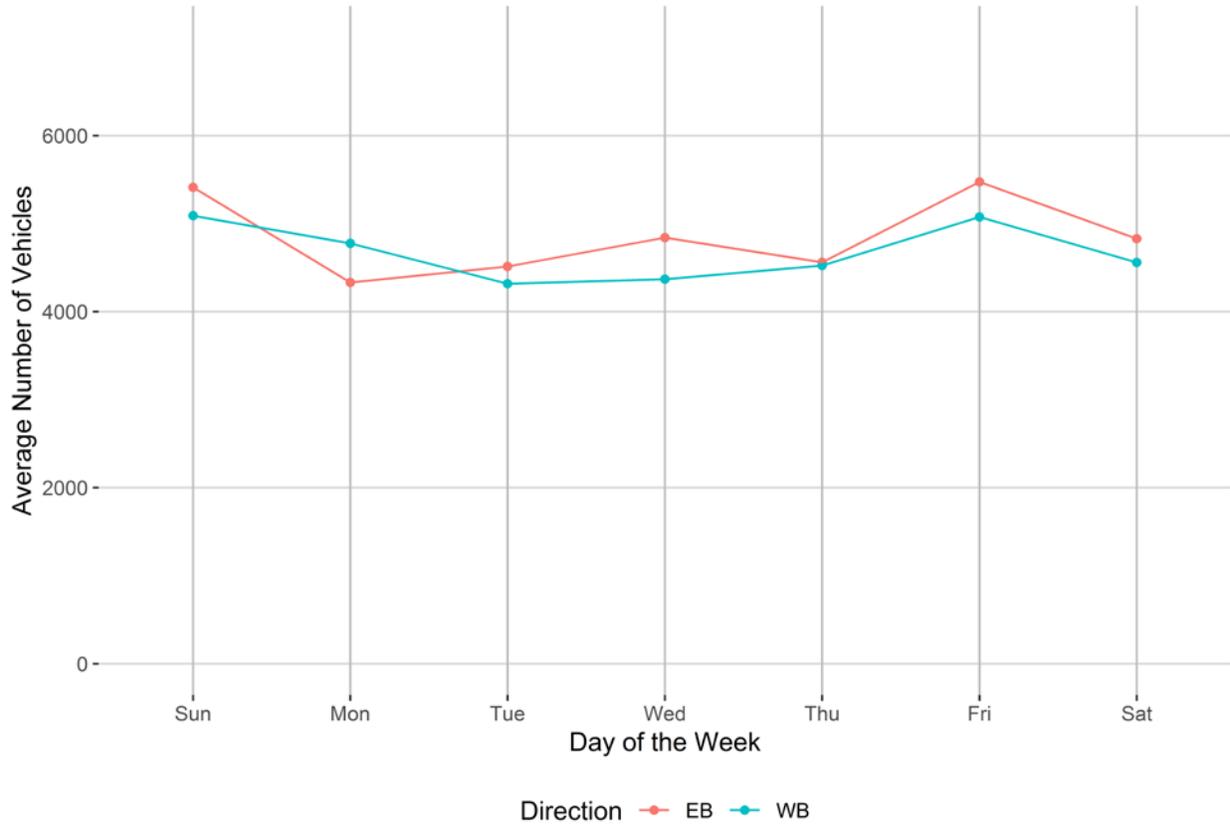


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

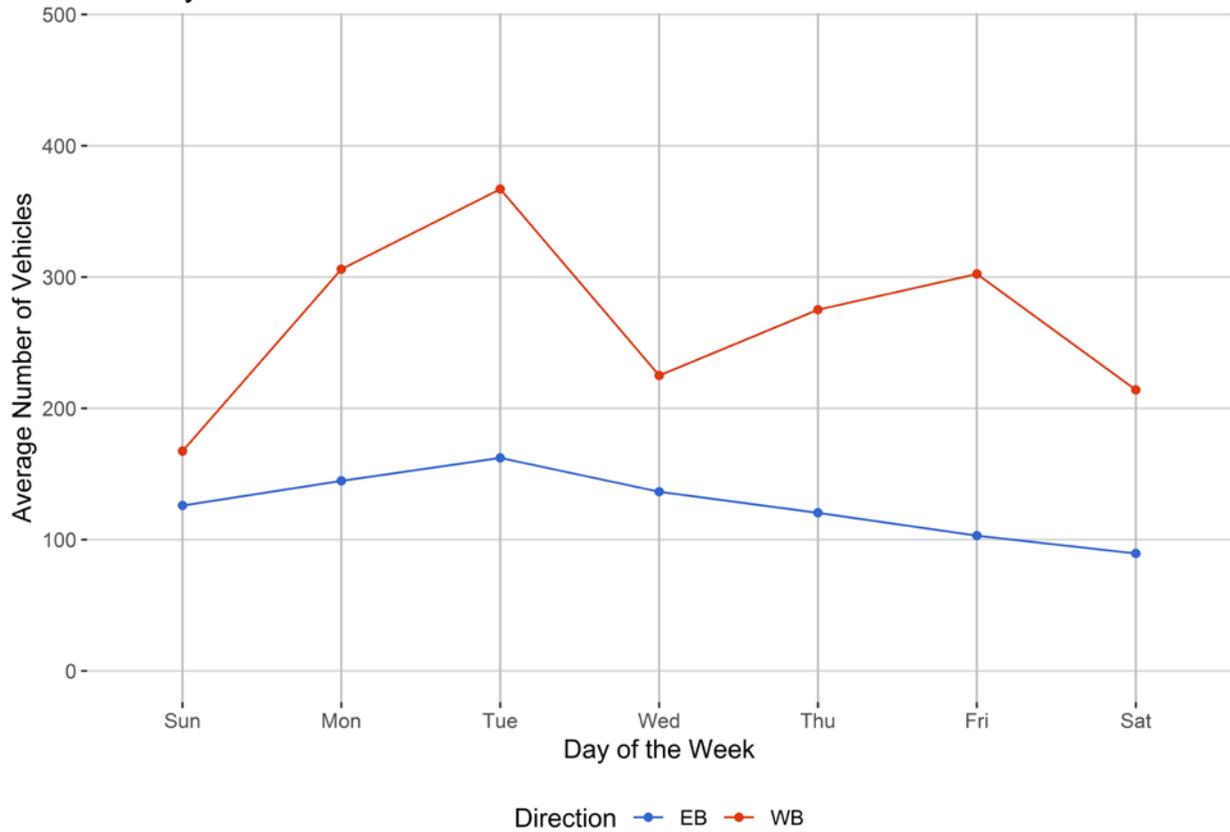


Figure 4 - Passenger Vehicles vs. Hour of the Day

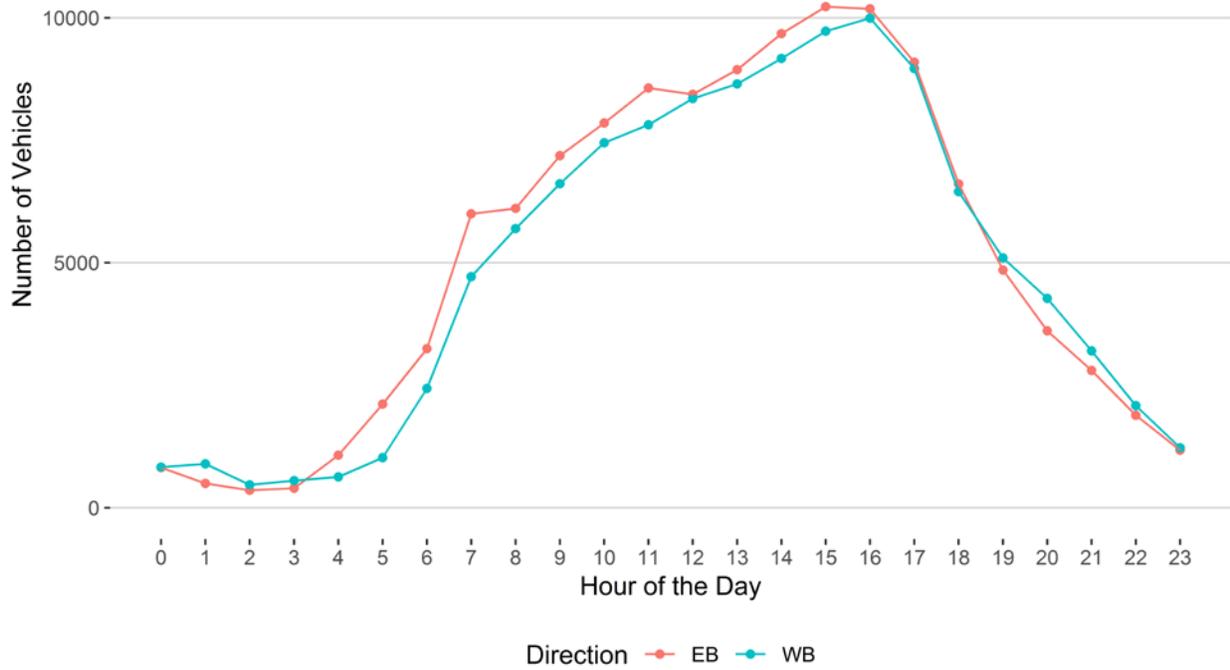


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

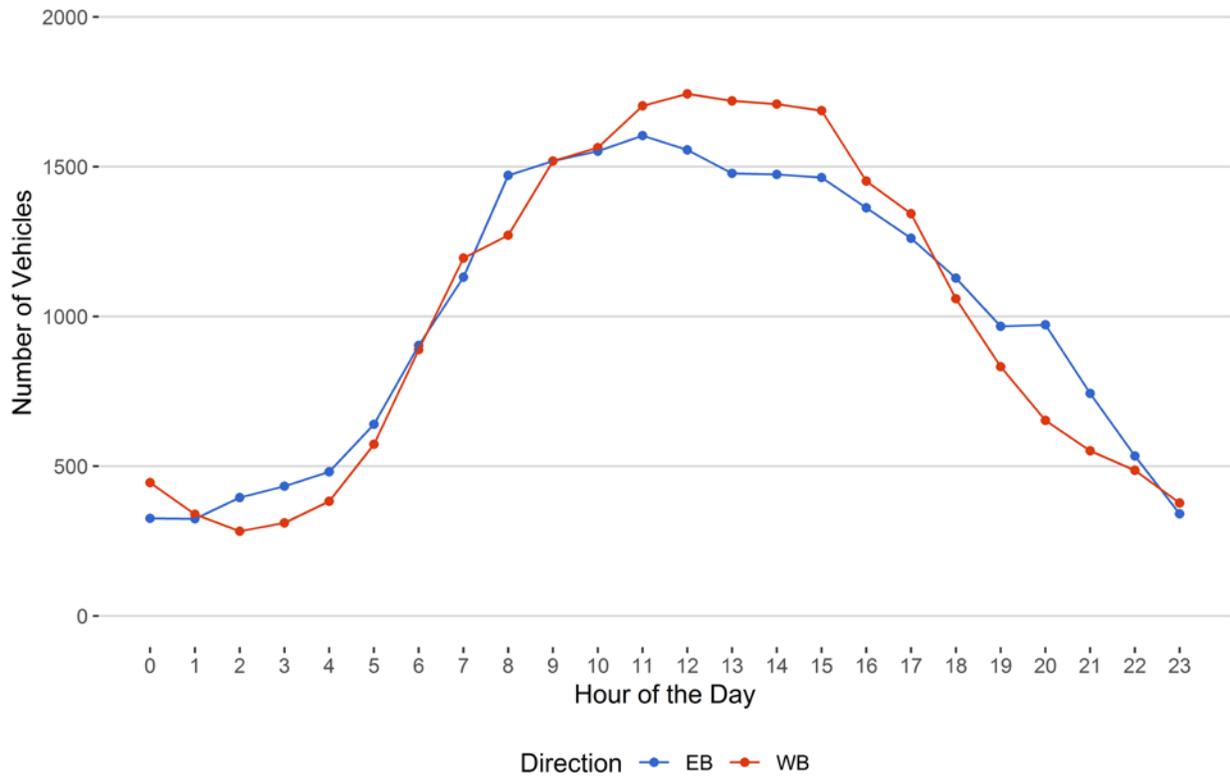


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

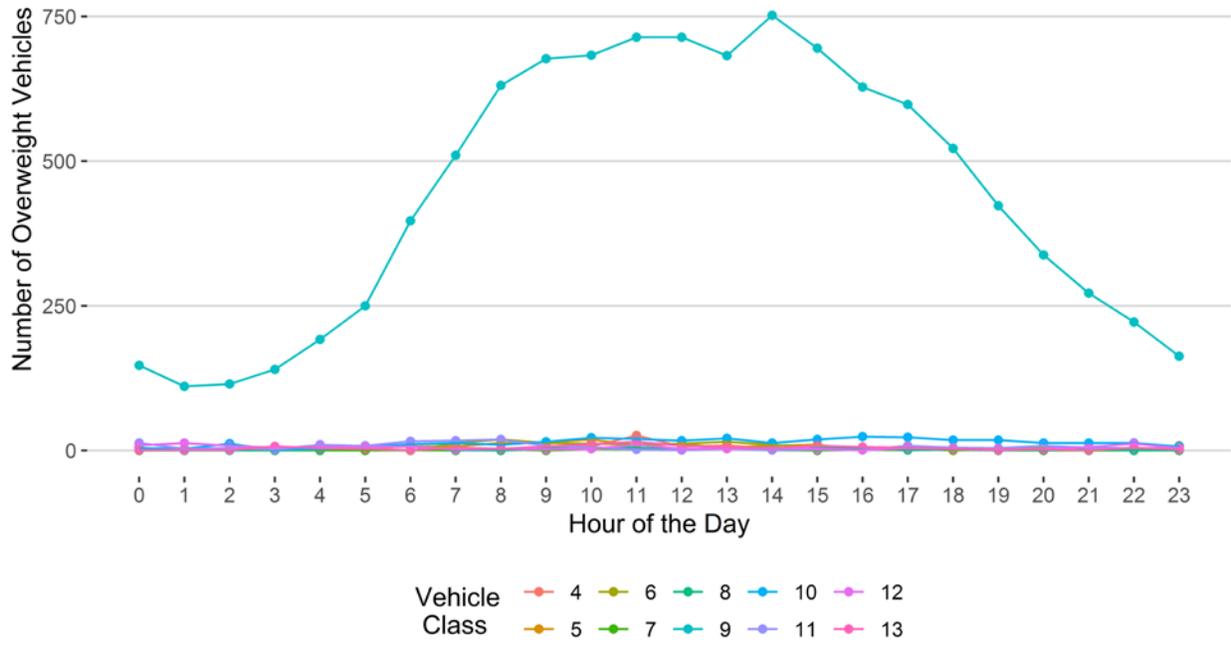


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

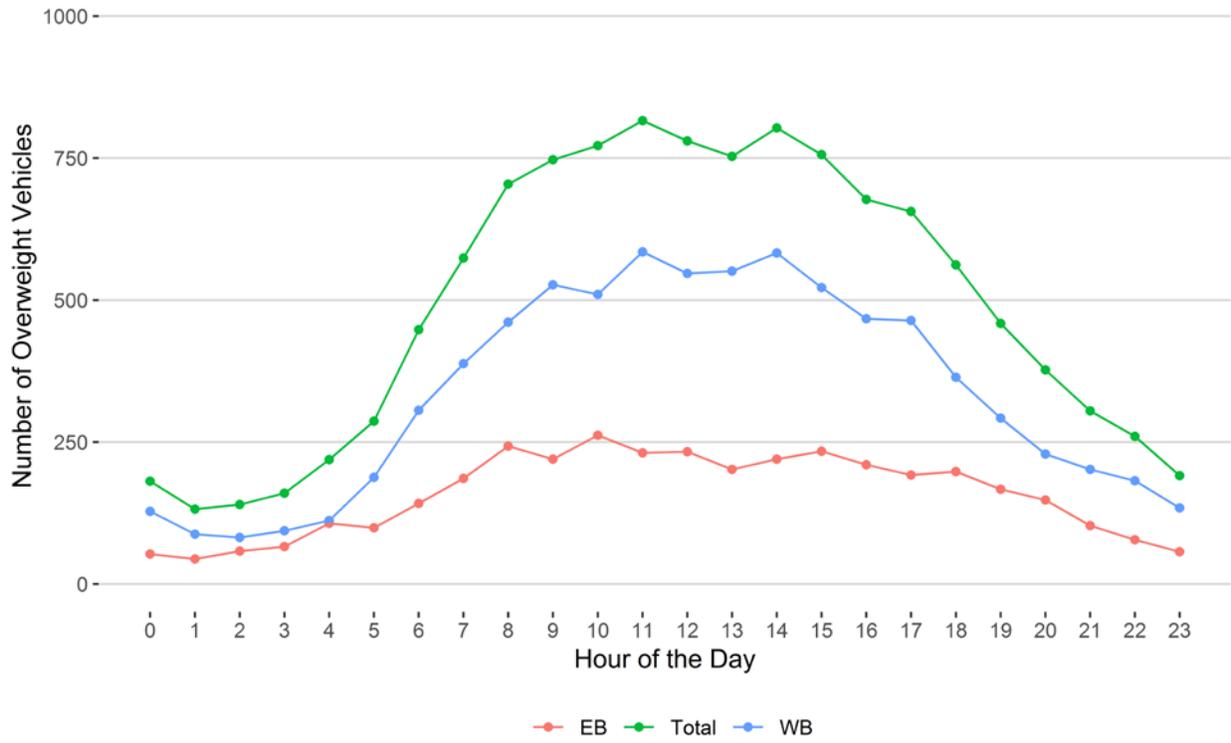
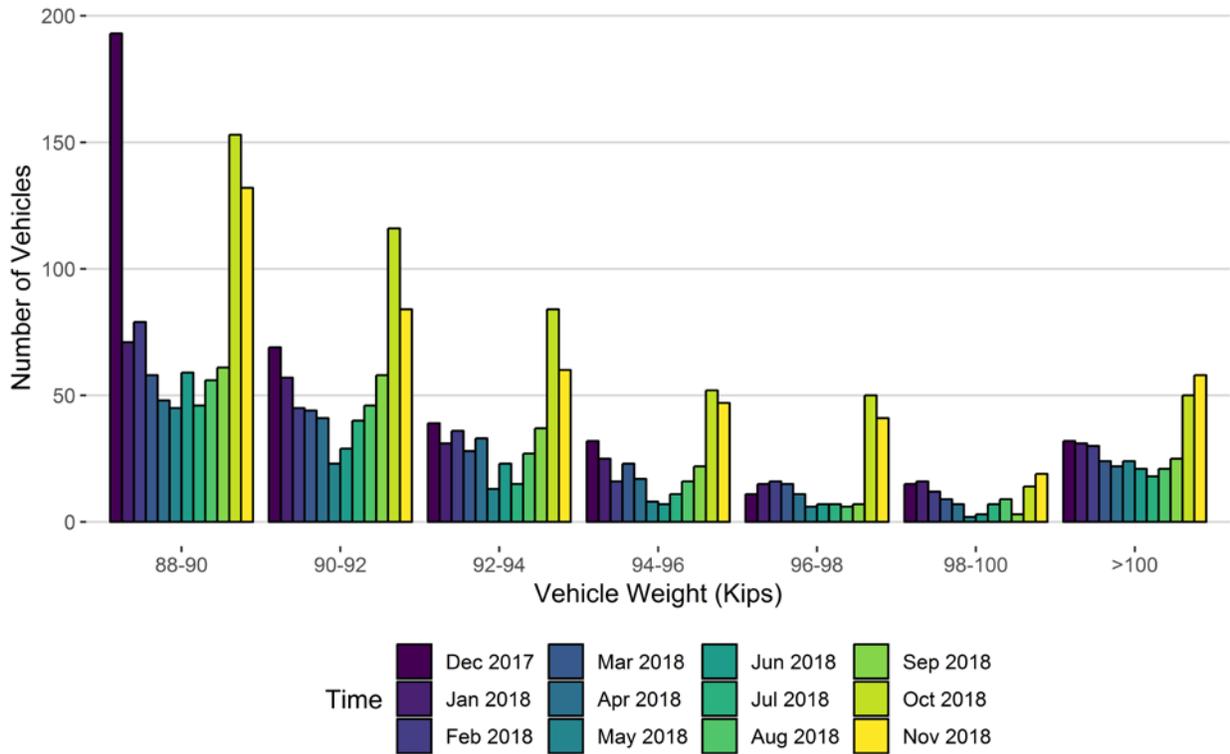
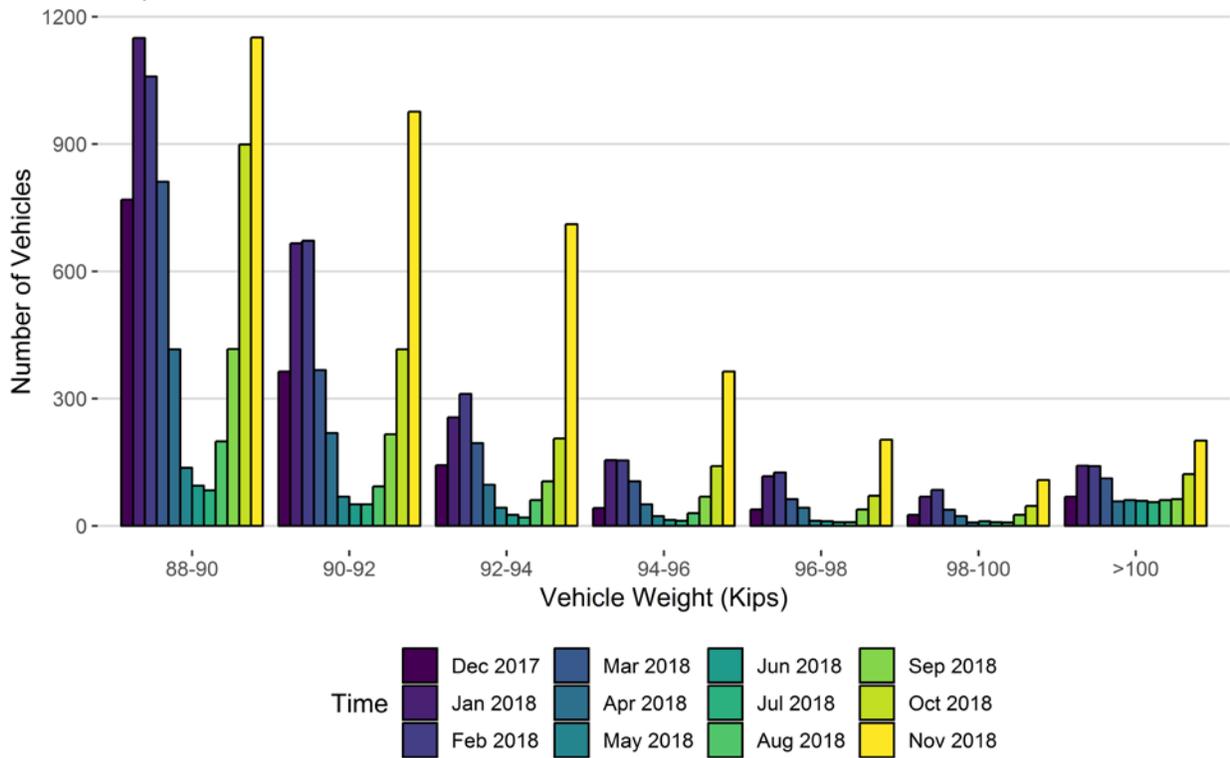


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018
88-90	193	71	79	58	48	45	59	46	56	61	153	132
90-92	69	57	45	44	41	23	29	40	46	58	116	84
92-94	39	31	36	28	33	13	23	15	27	37	84	60
94-96	32	25	16	23	17	8	7	11	16	22	52	47
96-98	11	15	16	15	11	6	7	7	6	7	50	41
98-100	15	16	12	9	7	2	3	7	9	3	14	19
>100	32	31	30	24	22	24	21	18	21	25	50	58
Total	391	246	234	201	179	121	149	144	181	213	519	441

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



Vehicle Weights (Kips)	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018
88-90	769	1150	1059	811	416	137	95	84	199	417	899	1151
90-92	364	666	672	367	219	69	51	51	93	216	416	976
92-94	143	256	311	195	97	43	26	20	61	105	206	711
94-96	42	155	154	105	51	23	14	12	30	69	141	364
96-98	39	117	126	63	43	12	11	9	9	39	71	203
98-100	26	69	85	38	23	8	11	9	8	26	47	108
>100	69	142	141	112	58	61	59	56	61	63	122	201
Total	1452	2555	2548	1691	907	353	267	241	461	935	1902	3714

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

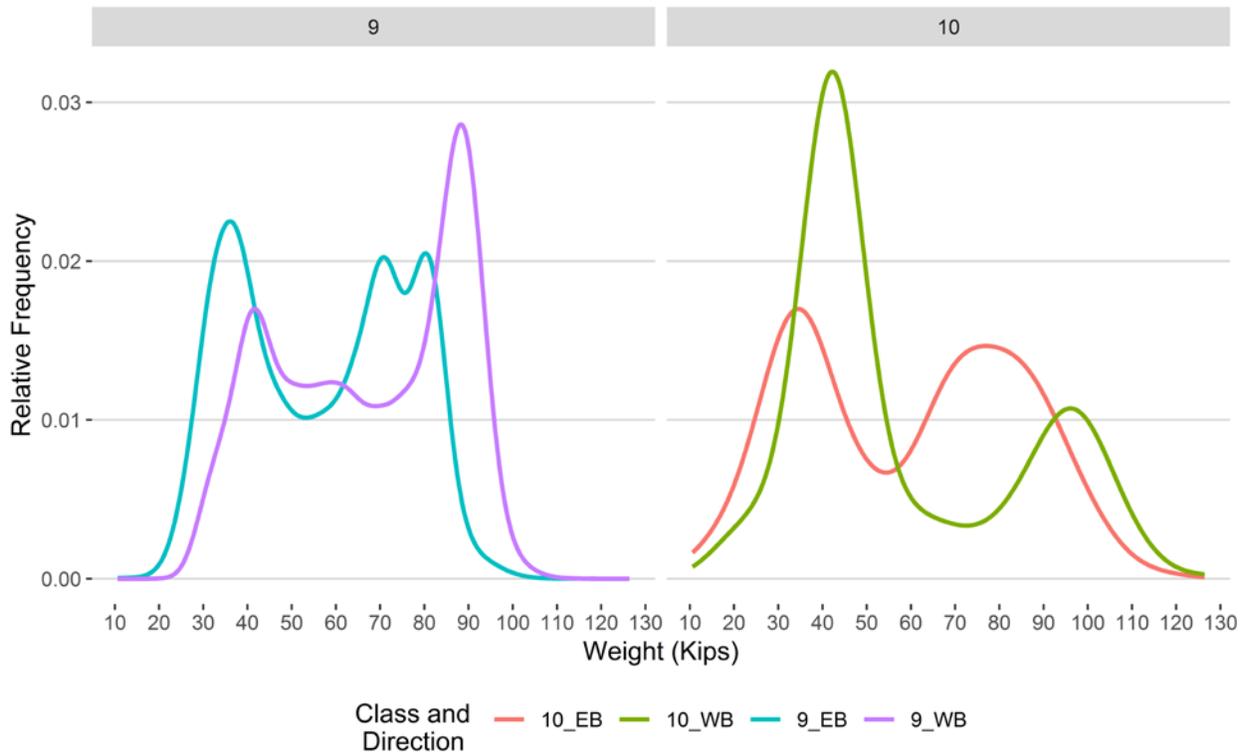


Figure 9 - Freight Percentage by Direction and Class

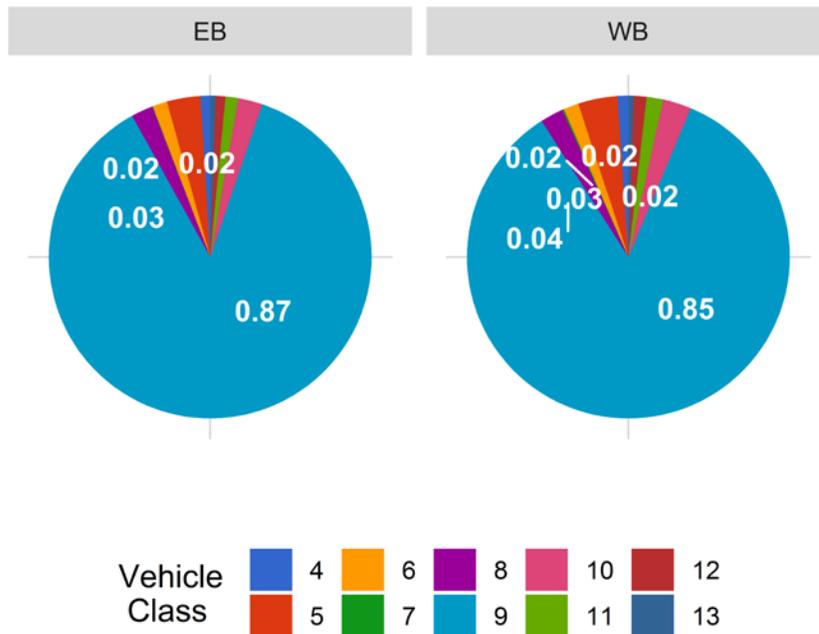


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

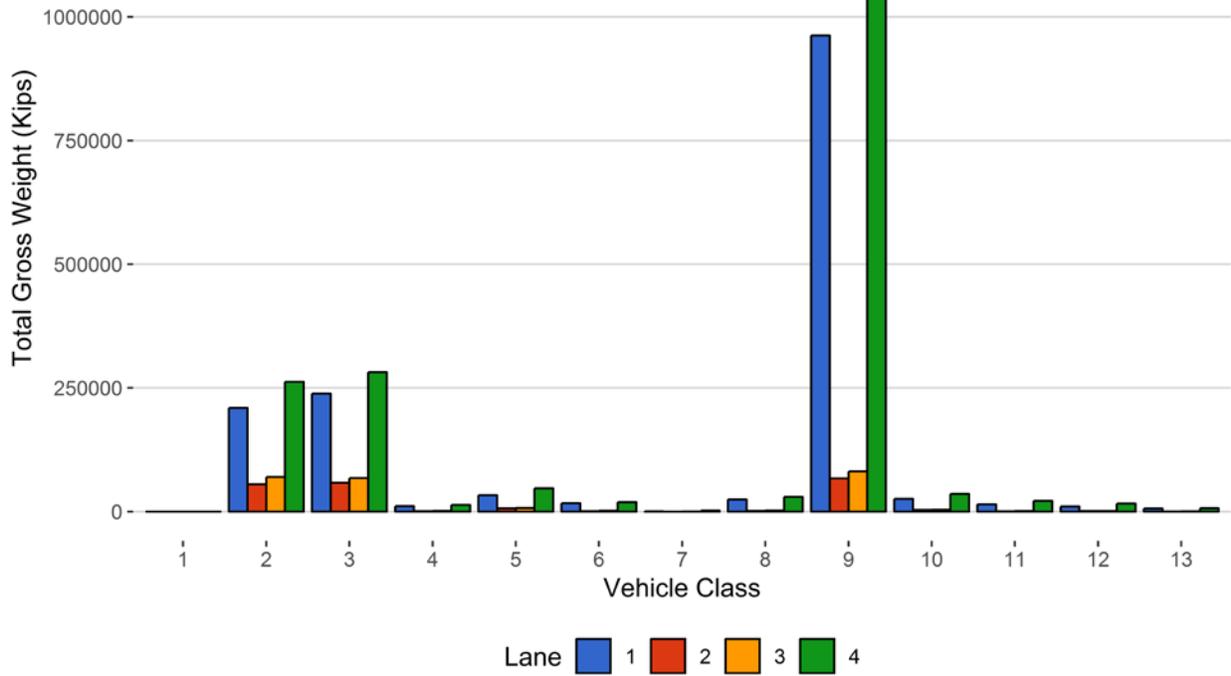


Figure 11 - Total Gross Vehicle Weight t

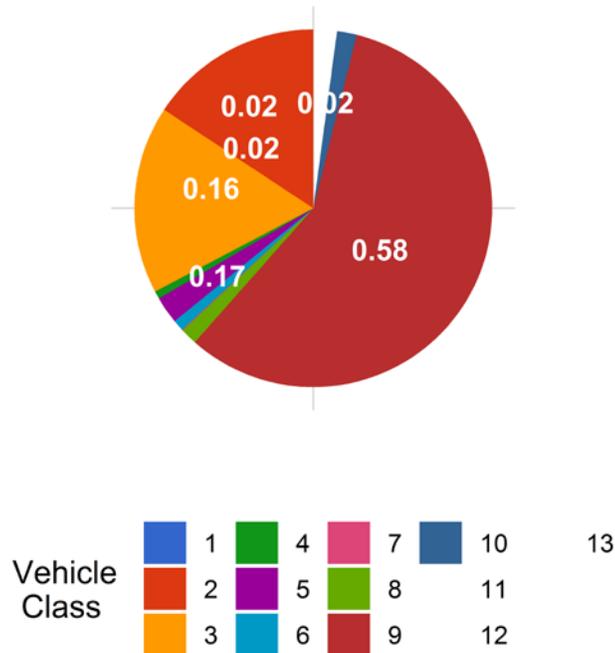


Figure 12 - Total ESALs by Class and Lane

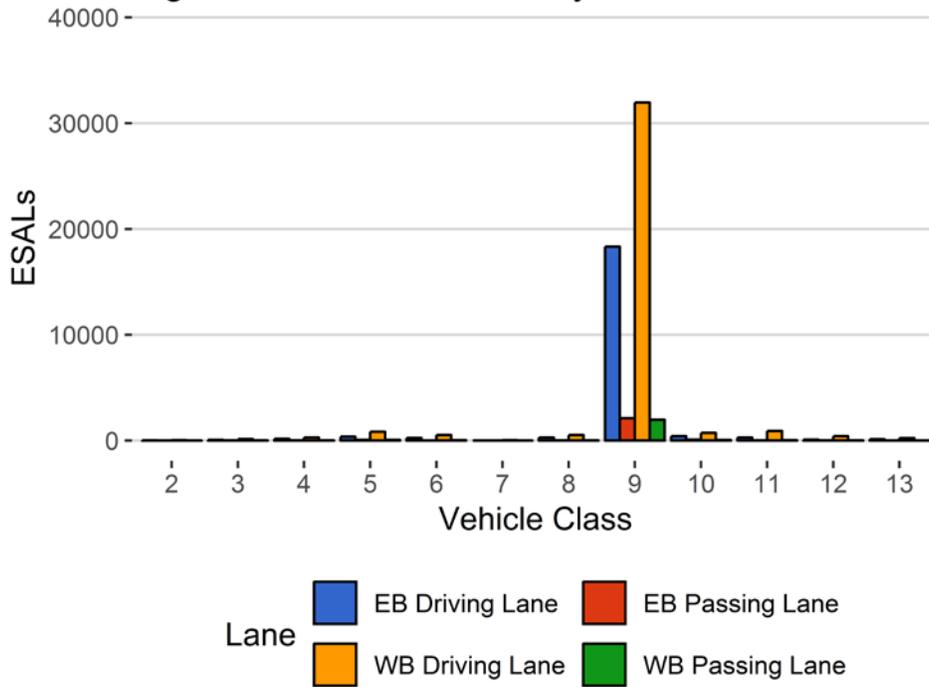


Figure 13 - ESALs by Class

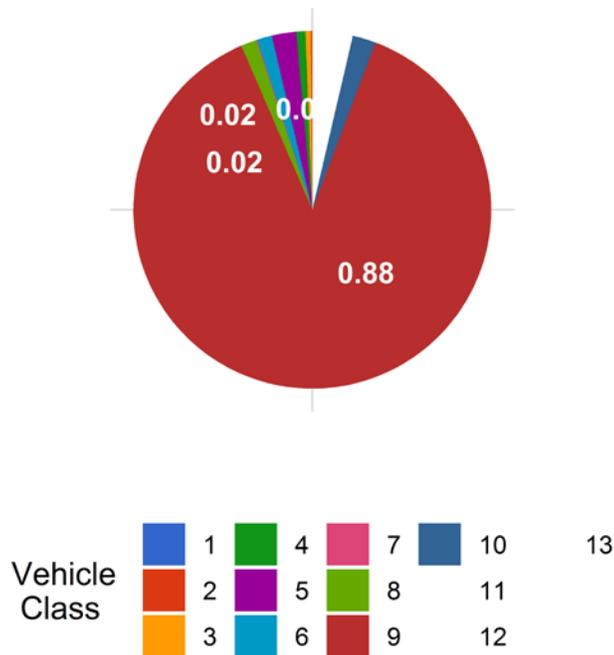


Table 1 Class 9 Front Axle Weight by Lane

<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
September 2018	10.48	-3.73	12.02	3.94	12.01	5.16	12.33	7.04
October 2018	10.91	0.18	12.49	8.00	12.23	7.05	12.57	9.10
November 2018	10.74	-1.38	12.69	9.74	12.65	10.70	13.07	13.47

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	3	0	0	0
2	4991	149737	49.1	0	0
3	3464	103914	34.1	0	0
4	34	1017	0.3	100	0.9
5	234	7015	2.3	146	1.2
6	45	1351	0.4	137	1.2
7	2	59	0	19	0.2
8	60	1797	0.6	61	0.5
9	1250	37506	12.3	10576	90.1
10	41	1233	0.4	319	2.7
11	21	634	0.2	153	1.3
12	15	460	0.2	122	1
13	5	149	0	111	0.9
TOTAL	10162	304874	100	11744	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>
2018-11-08	Thursday	07:54:33	10	WB	4	126.4
2018-11-19	Monday	13:00:10	10	WB	4	125.26
2018-11-22	Thursday	10:49:09	10	EB	2	123.27
2018-11-21	Wednesday	16:41:52	10	WB	4	122.67
2018-11-28	Wednesday	09:31:09	10	WB	4	121.62
2018-11-21	Wednesday	16:41:56	9	WB	4	119.88
2018-11-30	Friday	14:11:32	10	EB	2	118.26
2018-11-18	Sunday	00:25:08	9	EB	1	115.88
2018-11-21	Wednesday	15:51:11	9	WB	4	115.58
2018-11-06	Tuesday	23:18:32	10	EB	2	115.5

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	439	82	18.7	10574	1022	2609
5	EB	8	3048	631	20.7	35384	4388	8024
6	EB	19	641	170	26.5	14625	2864	2838
7	EB	11.5	15	0	0	591	0	209
8	EB	31	829	377	45.5	17479	8503	1734
9	EB	33	18036	2165	12	965955	63347	221106
10	EB	33.5	484	91	18.8	26402	2451	6618
11	EB	36.5	286	40	14	13872	1301	2447
12	EB	36.5	211	10	4.7	11110	324	1887
13	EB	31.5	71	0	0	6494	0	2129
TOTAL	****	****	24060	3566	****	1102487	****	249601
<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	517	34	6.6	14510	462	3632
5	WB	8	3546	87	2.5	53133	645	12730
6	WB	19	629	12	1.9	20745	213	4511
7	WB	11.5	40	0	0	2261	0	901
8	WB	31	860	214	24.9	27096	4672	3535
9	WB	33	17220	554	3.2	1142184	16991	296103
10	WB	33.5	675	48	7.1	37964	1189	8480
11	WB	36.5	310	2	0.6	22768	43	5763
12	WB	36.5	221	1	0.5	17311	28	4640
13	WB	31.5	69	1	1.4	7349	21	2604
TOTAL	****	****	24087	953	****	1345323	****	342900
GRAND TOTAL	****	****	48147	4519	210	2447809	108464	592501

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	3	0	0	2	4	0
2	209498	55049	69812	262280	596639	15.7
3	238572	58172	67556	281829	646129	17
4	10772	824	1503	13468	26568	0.7
5	33216	6556	6959	46819	93550	2.5
6	16712	777	1801	19157	38447	1
7	591	0	63	2198	2852	0.1
8	24457	1525	2219	29549	57751	1.5
9	962378	66924	81230	1077945	2188478	57.6
10	25496	3357	3600	35553	68006	1.8
11	14662	512	1126	21685	37985	1
12	10183	1251	1202	16136	28773	0.8
13	6176	319	499	6871	13864	0.4
TOTAL	1552717	195265	237572	1813492	3799046	100
GVW/LANE	40.87	5.14	6.25	47.74	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	0.25
2	18	9	12	48	88	0.14	0.0013
3	74	29	34	157	294	0.47	0.006
4	179	17	29	288	514	0.83	1.07
5	372	82	75	831	1360	2.19	0.41
6	261	14	35	524	834	1.35	1.31
7	14	0	2	50	66	0.11	2.25
8	302	20	28	526	876	1.41	1.04
9	18331	2117	1979	31945	54373	87.74	3.09
10	418	92	61	738	1309	2.11	2.25
11	296	19	43	919	1277	2.06	4.23
12	103	30	25	424	582	0.94	2.65
13	137	11	9	239	396	0.64	5.26
TOTAL	20507	2440	2331	36690	61968	100	24
ESALS/LANE	33.1	3.9	3.8	59.2	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>
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
Sep 2018	366152	12205	1991	306435	83.7	59717.1	16.3	91.6	8.4
Oct 2018	343352	11076	1957	282691	82.3	60660.8	17.7	90.5	9.5
Nov 2018	304874	10162	1707	253655	83.2	51219.4	16.8	92	8
TOTAL	3932587	-	-	3281440	-	651148	-	-	-
AVERAGE	327716	10755	1783	273453	83	54262	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>
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
Sep 2018	19972	2728	2340	36203	61243	92	8	10.4
Oct 2018	23230	4308	2613	40888	71039	90	10	19.1
Nov 2018	20520	2451	2346	36773	62090	92	8	45.4
TOTAL	234662	28208	26322	401180	690372	-	-	-
AVERAGE	19555	2351	2194	33432	57531	92	8	17

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>
Dec 2017	1414968	113169	175879	1708692	3412708
Jan 2018	1241034	103408	149769	1460708	2954919
Feb 2018	1505144	150289	200019	1792971	3648423
Mar 2018	1378927	161549	190965	1679683	3411124
Apr 2018	1667286	222811	267585	2071628	4229309
May 2018	1730907	271875	339657	2137868	4480307
Jun 2018	1788923	325935	348429	2277404	4740692
Jul 2018	1915875	339615	366948	2302915	4925352
Aug 2018	1720129	252992	288908	2083638	4345667
Sep 2018	1717957	290836	276910	2210236	4495940
Oct 2018	1554196	195512	237763	1815173	3802644
Nov 2018	1236687	118699	157811	1457196	2970393
TOTAL	18872033	2546690	3000643	22998113	47417479
AVERAGE	1572669	212224	250054	1916509	3951457

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 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
Sep 2018	9527	2.7	16.7	1171	119
Oct 2018	13380	4.1	22.9	2426	234
Nov 2018	11759	4.1	24.3	4157	387
TOTAL	116936	-	-	20098	2098
AVERAGE	9744.7	3.4	19.6	1674.8	174.8

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>
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
Sep 2018	263585	371797	635381	41.5	58.5
Oct 2018	295906	409353	705259	42	58
Nov 2018	249601	342900	592501	42.1	57.9
TOTAL	2954777	4123432	7078209	-	-
AVERAGE	246231.4	343619.3	589850.7	41.8	58.2