

AUGUST 2018



**WIM #29
US 53,
MP 42.1
Cotton, MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #29 is located on US 53 near Cotton in St Louis county.

System Operation

WIM #29 was operational for the entire month of August 2018. Volume was computed using all monthly data.

System Calibration

WIM #29 was most recently calibrated on 2016-12-28. 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: 342599 | Passenger Vehicles: 314616 | Heavy Commercial Vehicles: 27983

Monthly Average Daily Traffic (MADT): 11052 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 903

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 Tuesdays. SB 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), NB PVs generally reached peak volume levels between 03 PM and 05 PM. Similarly, SB PVs peaked in volume between 11 AM and 01 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 11 AM and 01 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 27983 HCVs, 3870 of them were overweight³. These overweight HCVs contributed to 1.1% of total monthly volume, and 14% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Tuesdays, with lowest volumes reported on Saturdays. 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 55.1% 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 March.

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 ,131 NB vehicles exceeded 88,000 pounds (59 vehicles were Class 13's; 42 vehicles were Class 10's). Of vehicles traveling SB,

628 NB vehicles exceeded 88,000 pounds (463 vehicles were Class 10's; 101 vehicles were Class 9'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 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 225678 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (54.6%) than SB (45.4%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 69021 is approximately 5.8 miles north of WIM #29. Bridges No. 69019 and No. 6603, which are respectively on the NB and SB side of MN 53, are 0.2 miles south of WIM #29. WIM #29 recorded a total of 342599 vehicles with a combined GVW of 2728981 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 21431 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 51.5% of all ESALs were recorded NB while 48.5% was observed SB. In particular, 59% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 25% 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).

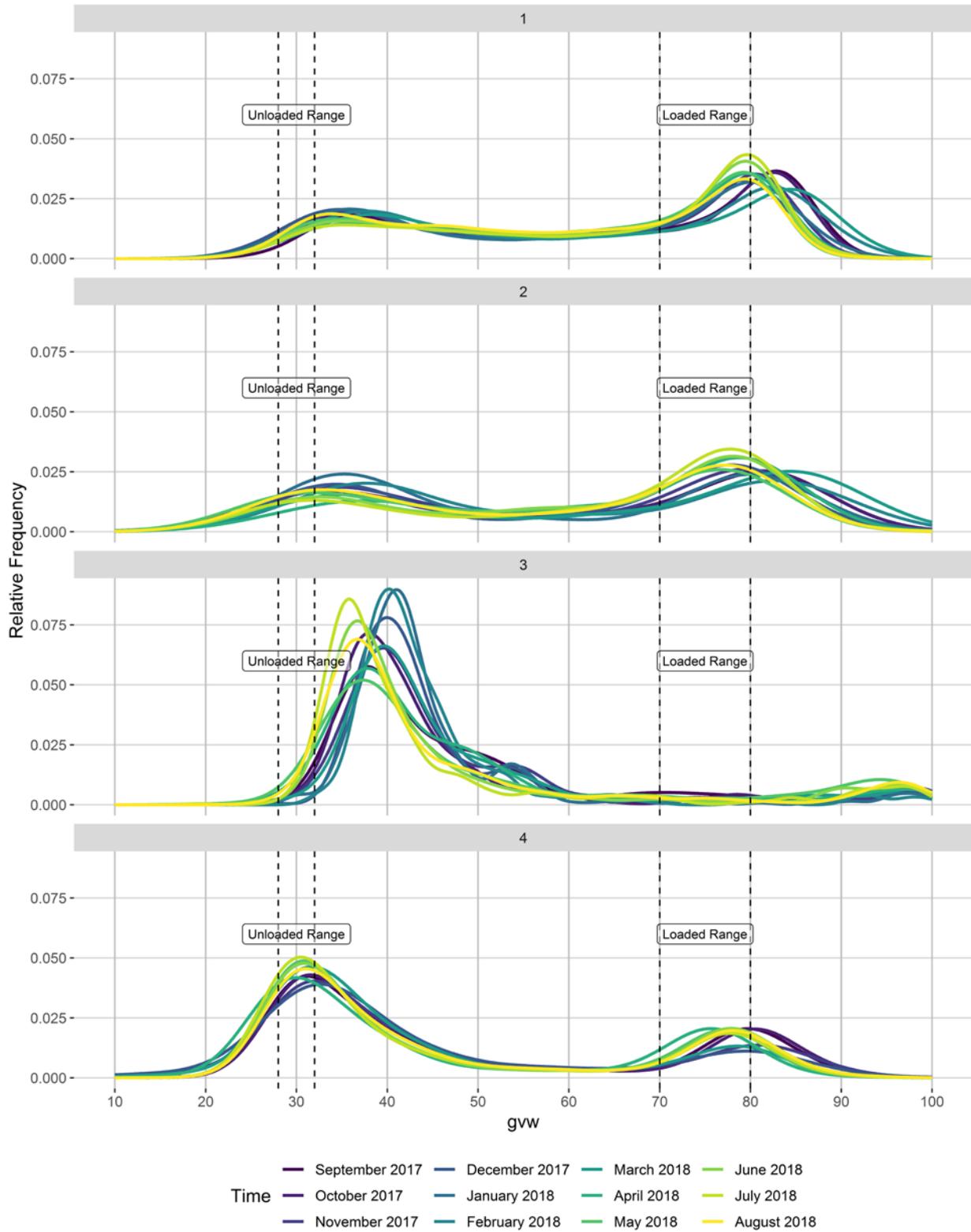
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

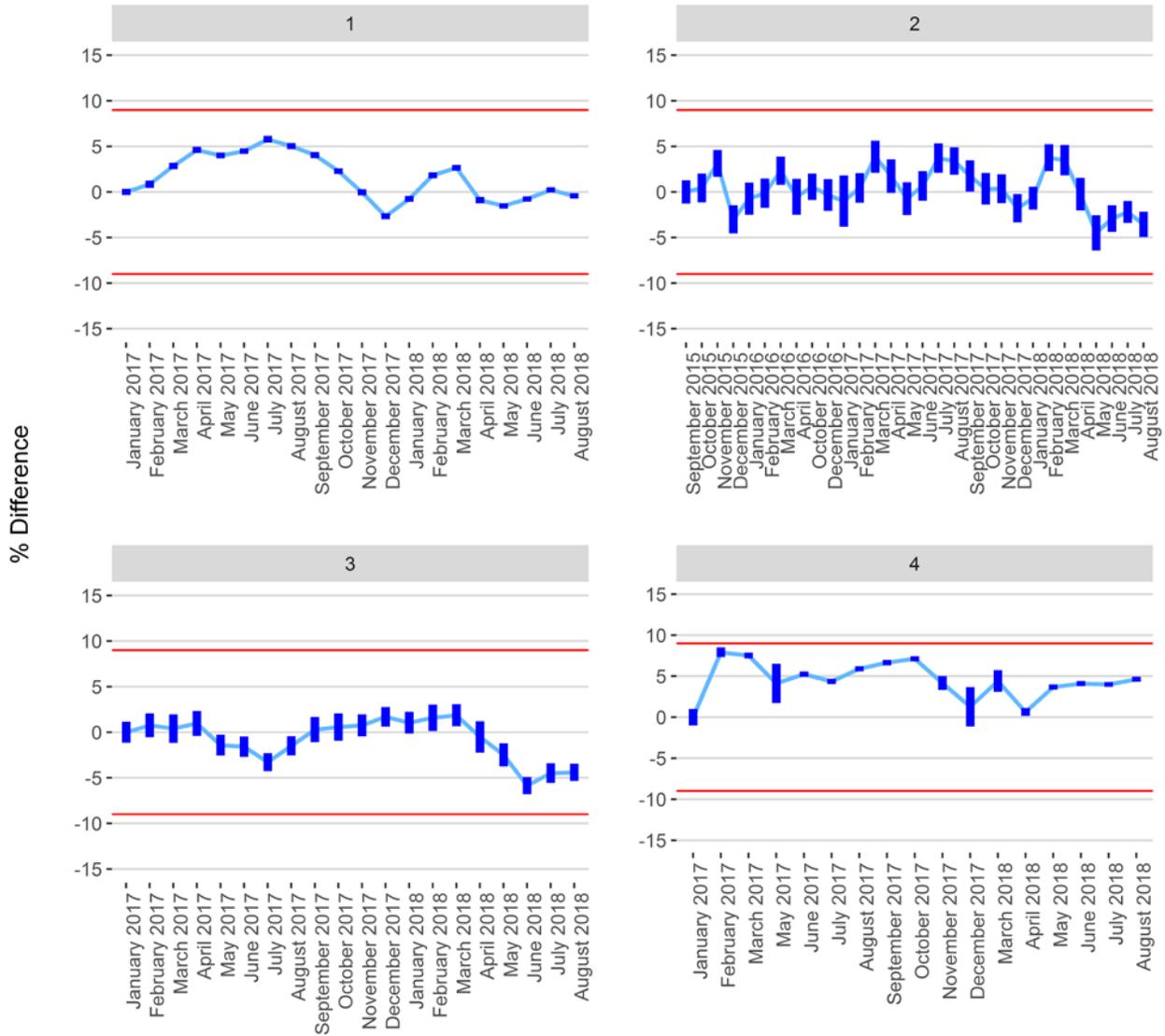
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

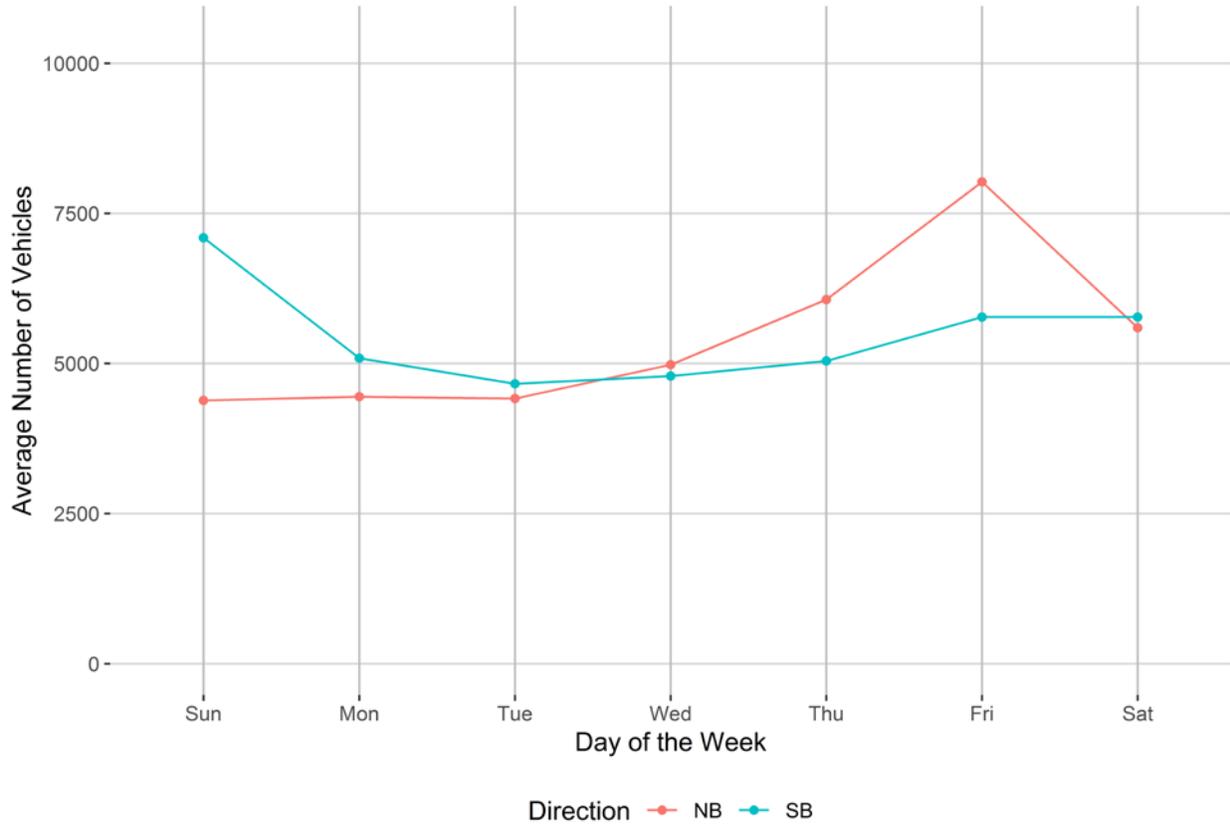


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

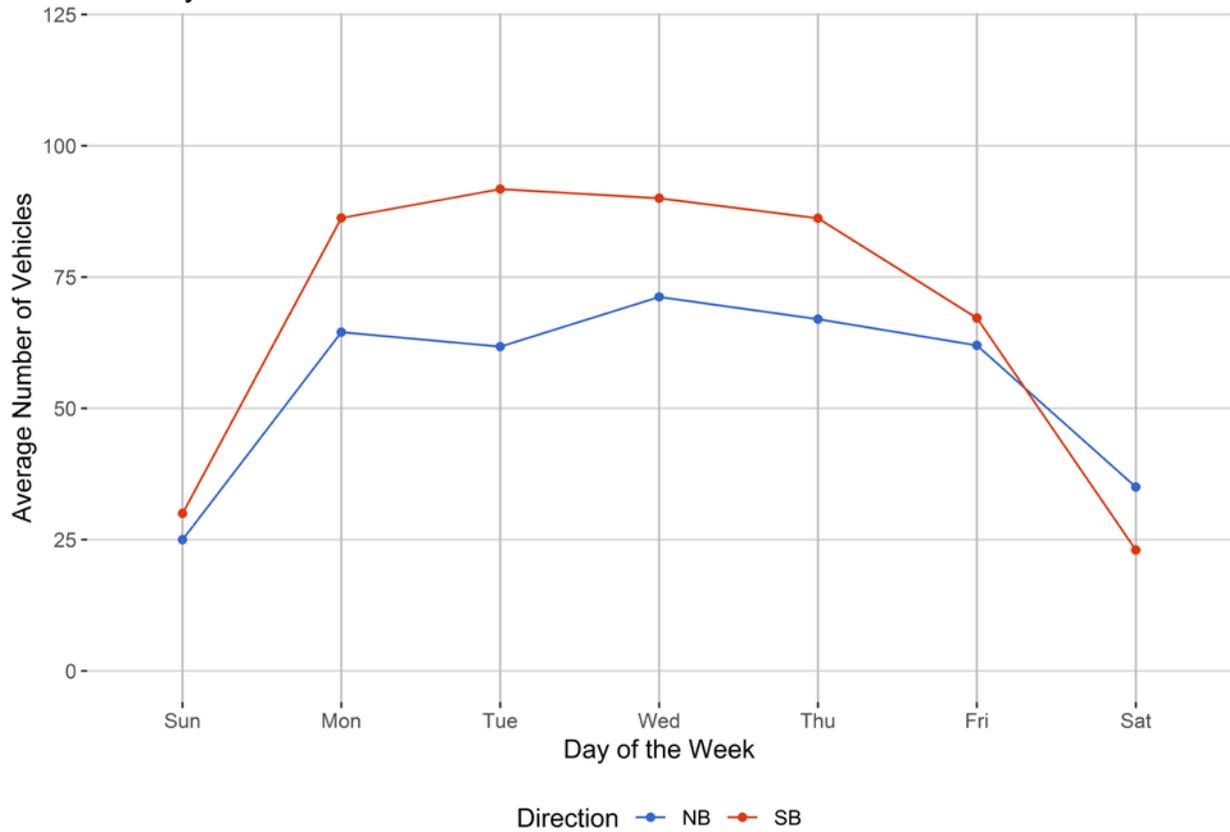


Figure 4 - Passenger Vehicles vs. Hour of the Day

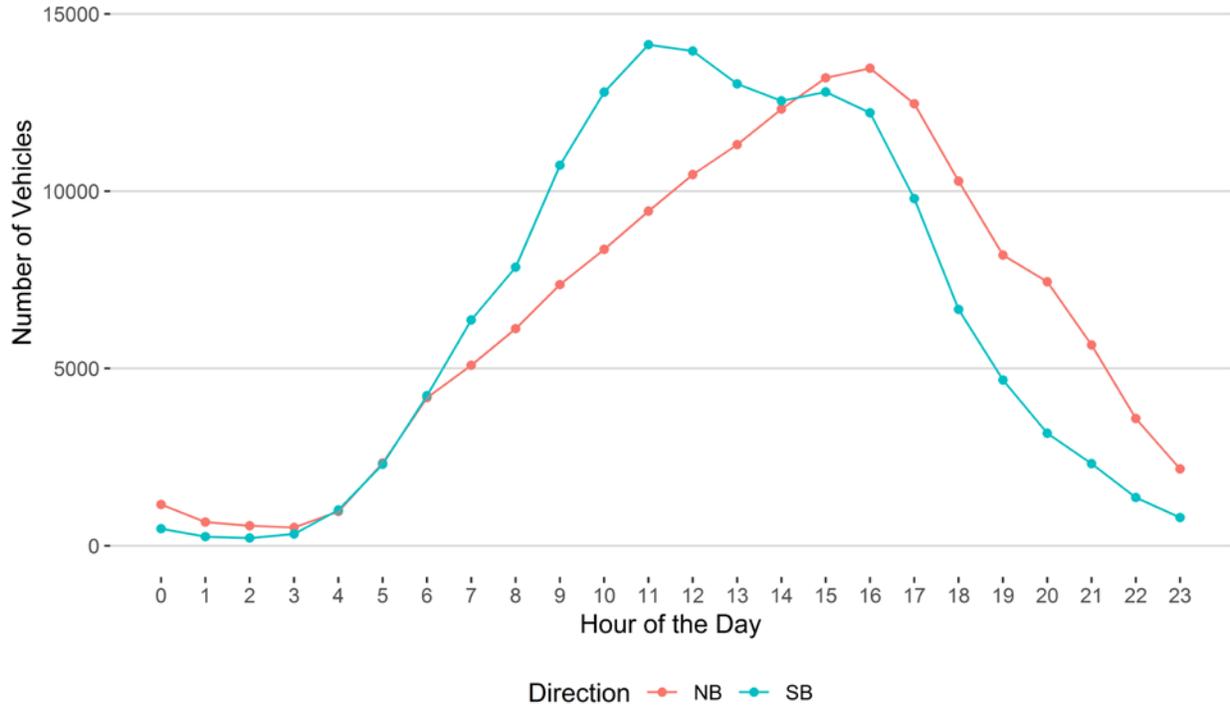


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

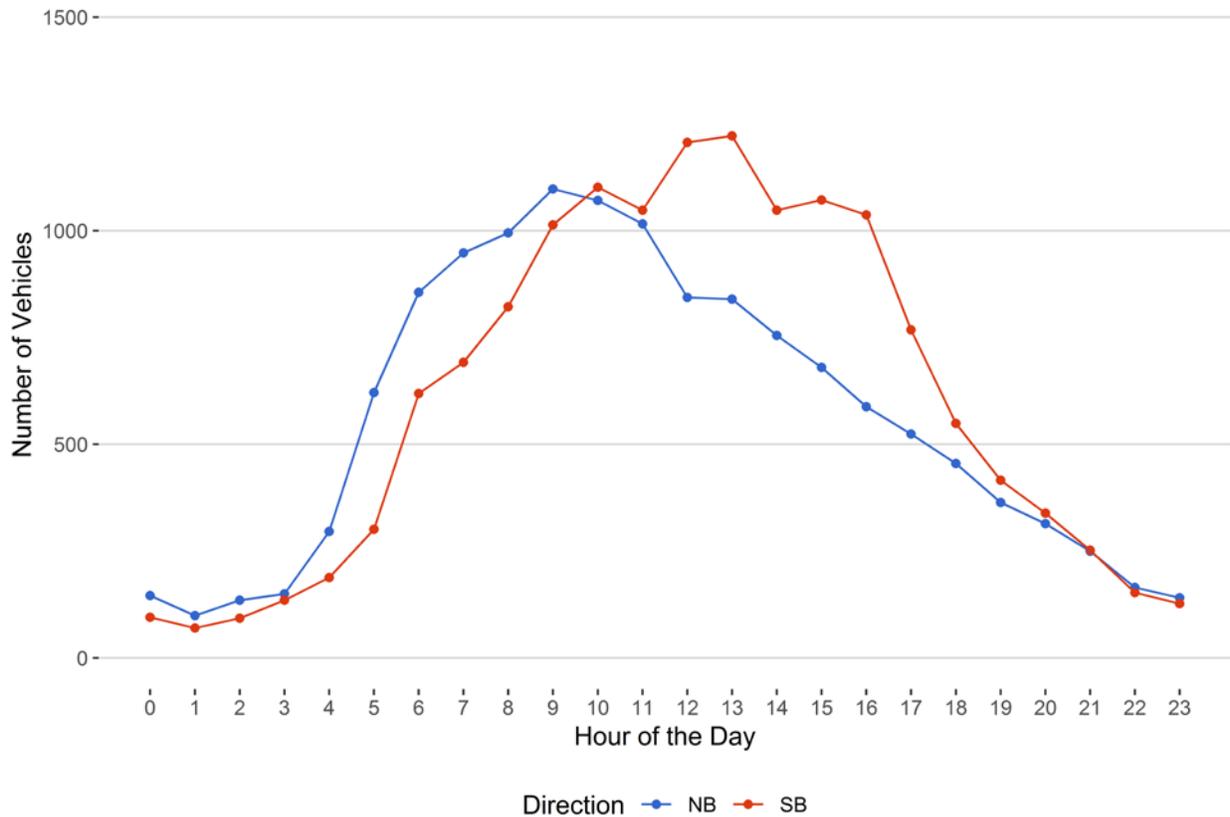


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

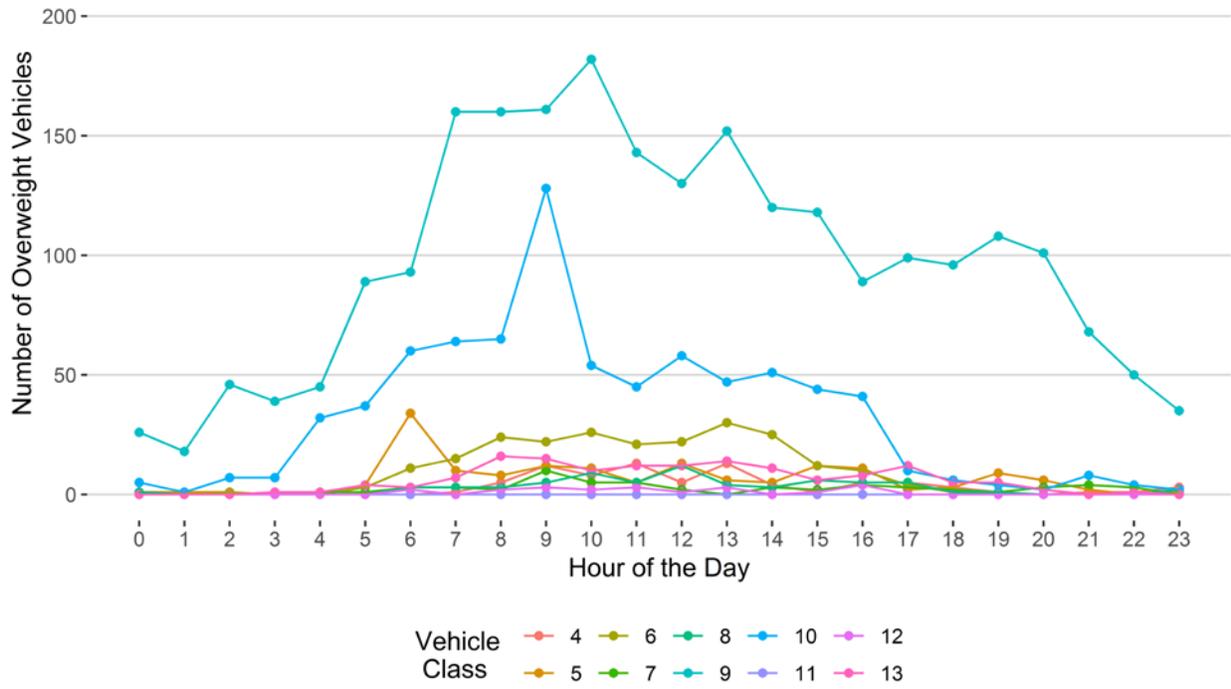


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

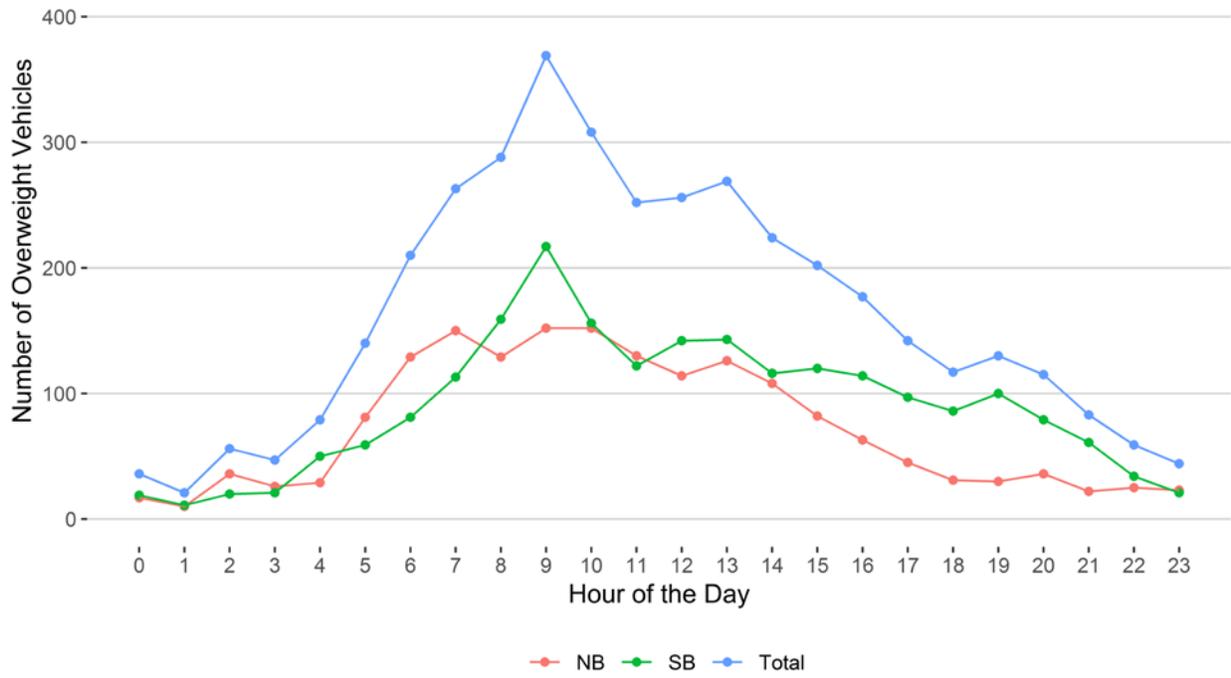
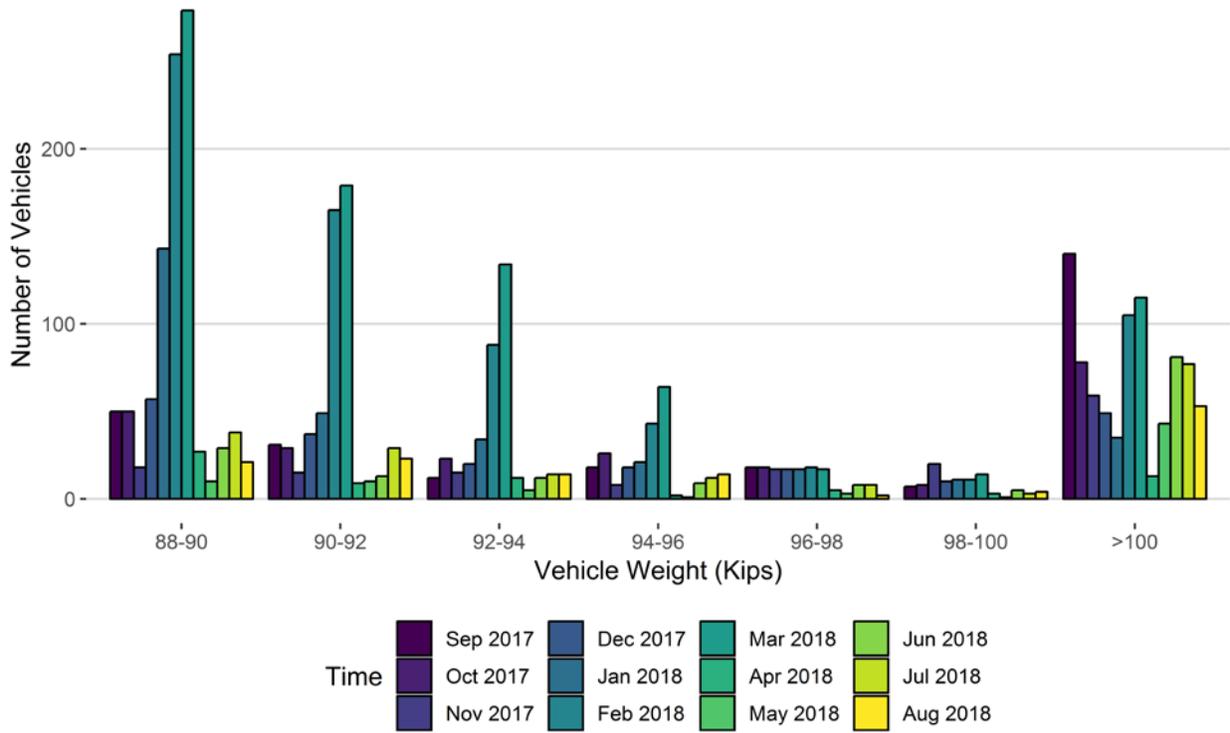
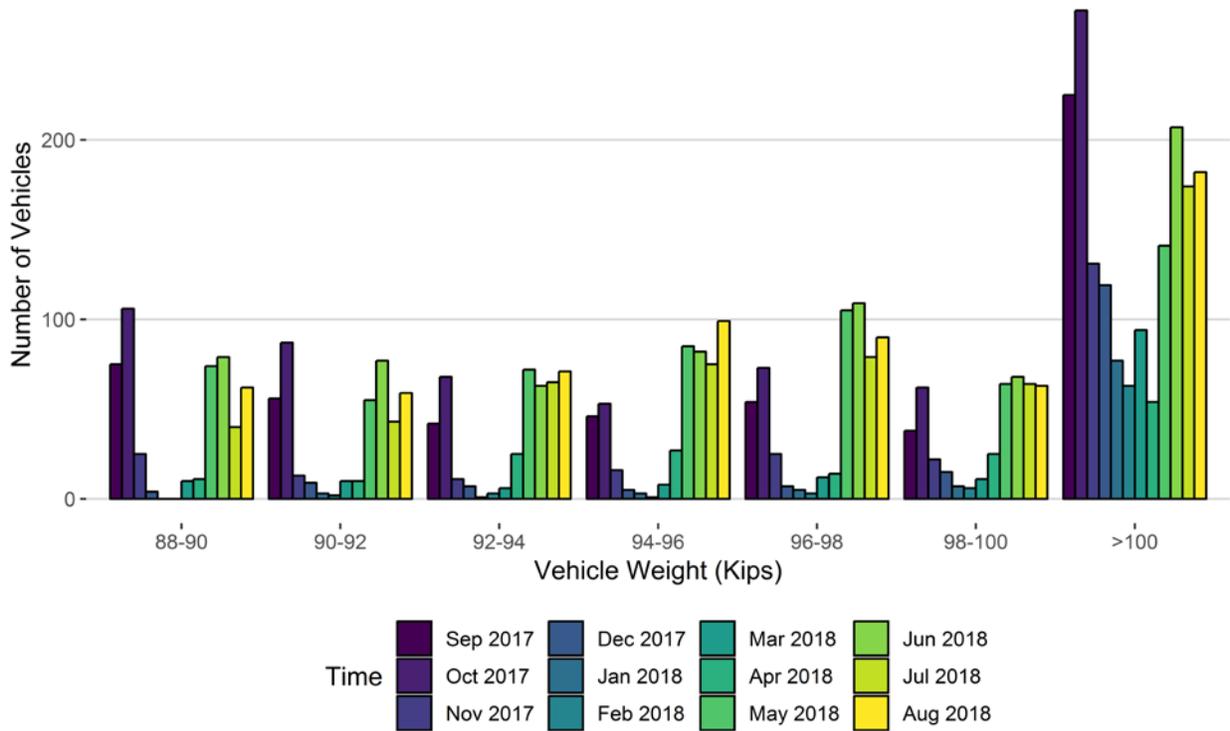


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



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	50	50	18	57	143	254	279	27	10	29	38	21
90-92	31	29	15	37	49	165	179	9	10	13	29	23
92-94	12	23	15	20	34	88	134	12	5	12	14	14
94-96	18	26	8	18	21	43	64	2	1	9	12	14
96-98	18	18	17	17	17	18	17	5	3	8	8	2
98-100	7	8	20	10	11	11	14	3	1	5	3	4
>100	140	78	59	49	35	105	115	13	43	81	77	53
Total	276	232	152	208	310	684	802	71	73	157	181	131

Figure 8 - Histogram of SB 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	106	25	4	0	0	10	11	74	79	40	62
90-92	56	87	13	9	3	2	10	10	55	77	43	59
92-94	42	68	11	7	1	3	6	25	72	63	65	71
94-96	46	53	16	5	3	1	8	27	85	82	75	99
96-98	54	73	25	7	5	3	12	14	105	109	79	90
98-100	38	62	22	15	7	6	11	25	64	68	64	63
>100	225	272	131	119	77	63	94	54	141	207	174	182
Total	536	721	243	166	96	78	151	166	596	685	540	626

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

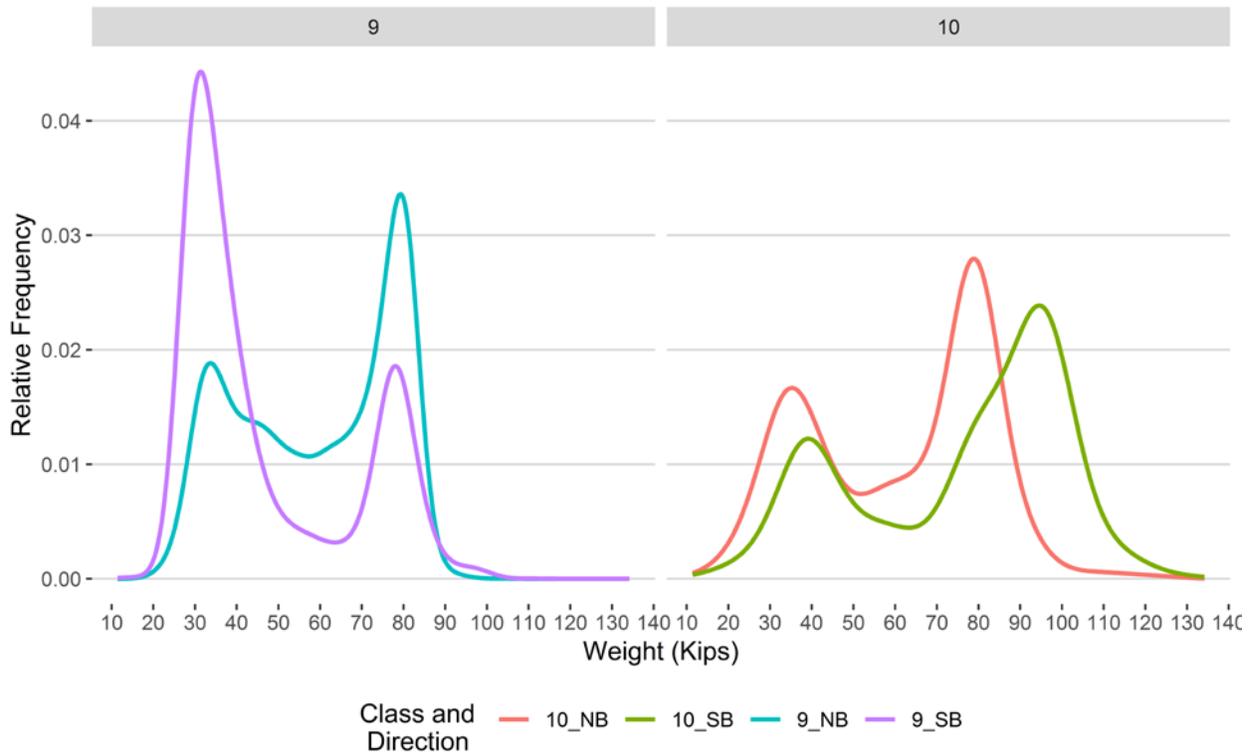


Figure 9 - Freight Percentage by Direction and Class

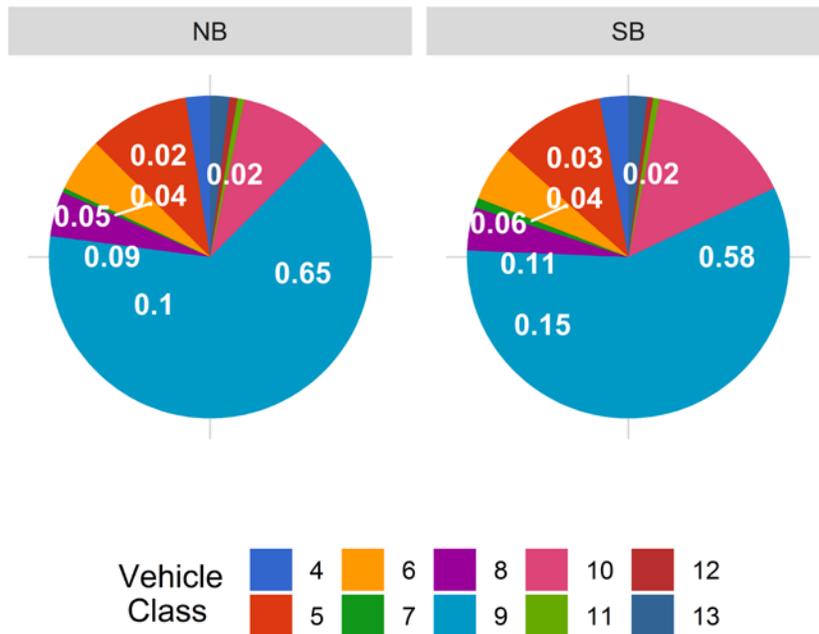


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

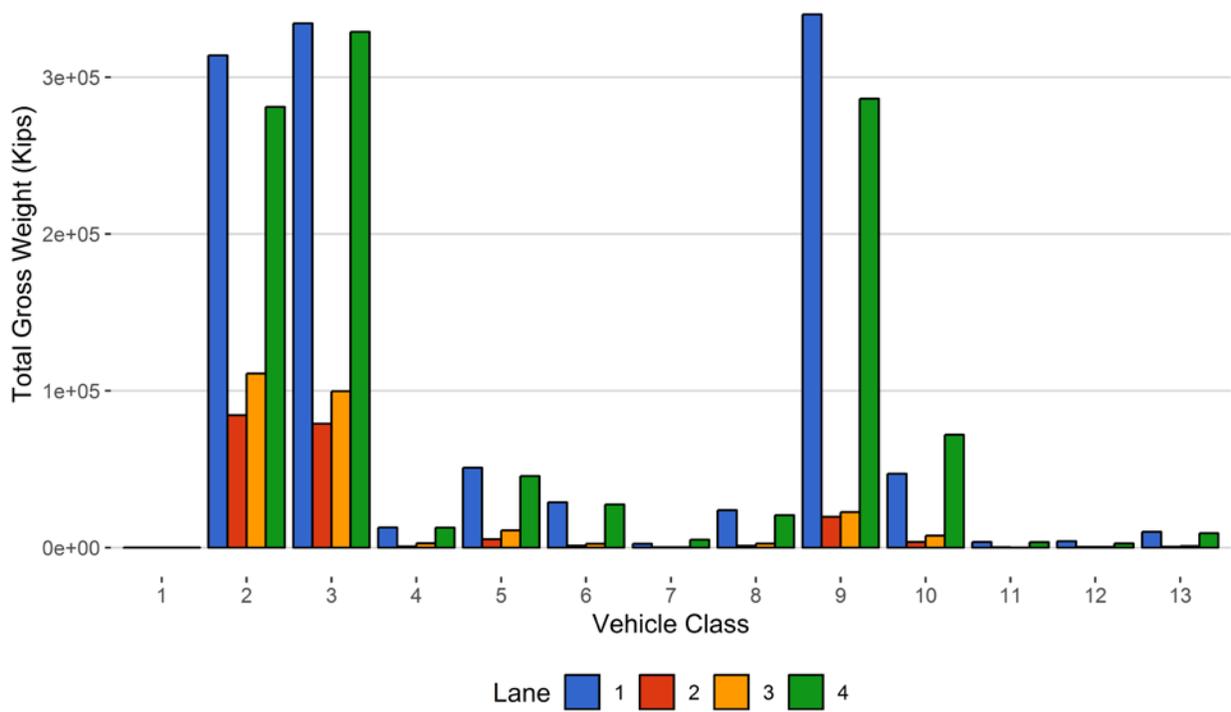


Figure 11 - Total Gross Vehicle Weight t

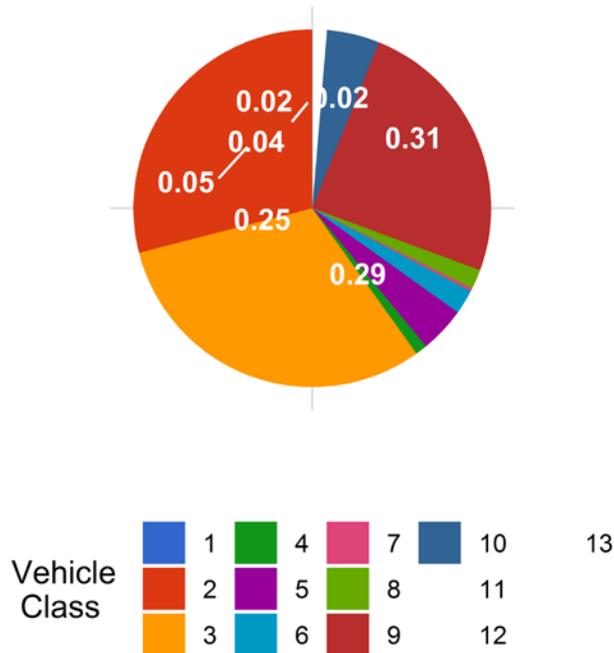


Figure 12 - Total ESALs by Class and Lane

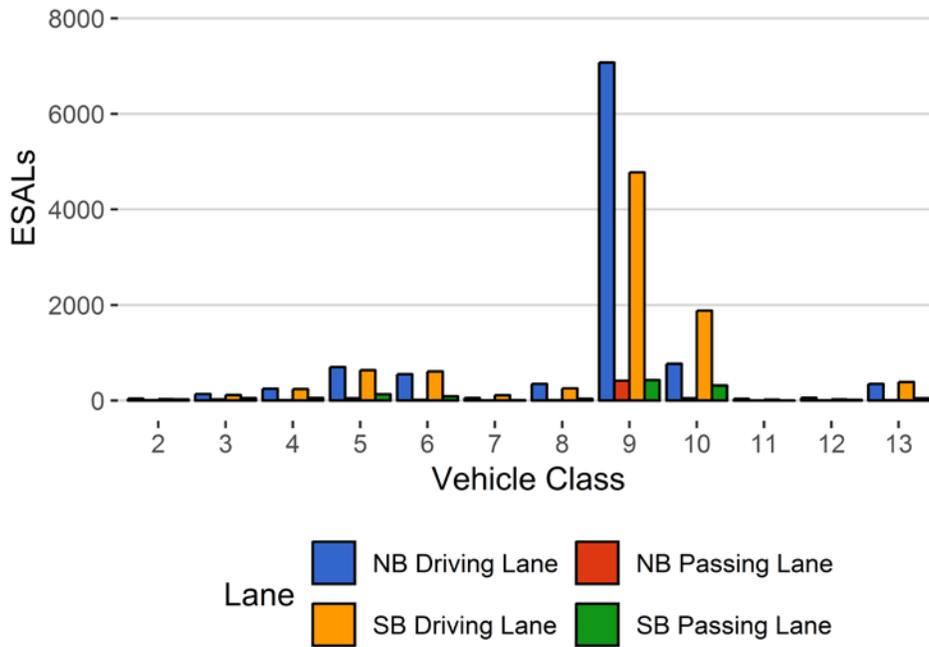


Figure 13 - ESALs by Class

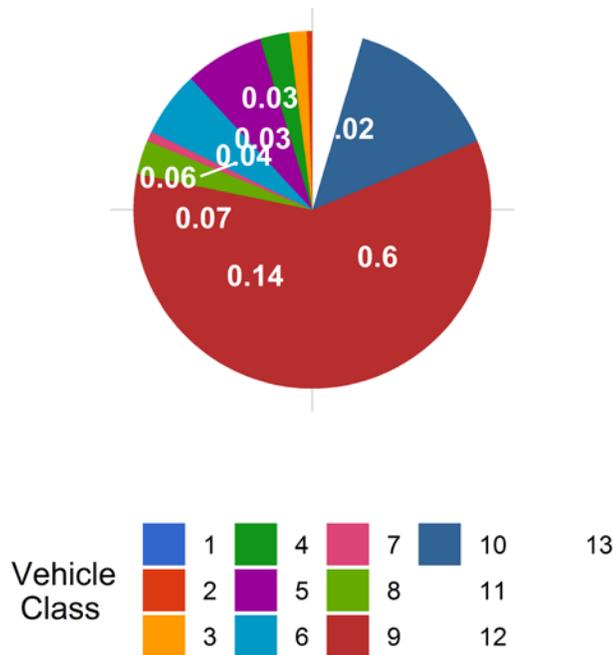


Table 1 Class 9 Front Axle Weight by Lane

<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>
September 2015	NA	NA	11.27	0.00	NA	NA	NA	NA
October 2015	NA	NA	11.32	0.45	NA	NA	NA	NA
November 2015	NA	NA	11.62	3.14	NA	NA	NA	NA
December 2015	NA	NA	10.93	-3.01	NA	NA	NA	NA
January 2016	NA	NA	11.19	-0.73	NA	NA	NA	NA
February 2016	NA	NA	11.25	-0.14	NA	NA	NA	NA
March 2016	NA	NA	11.53	2.33	NA	NA	NA	NA
April 2016	NA	NA	11.21	-0.53	NA	NA	NA	NA
October 2016	NA	NA	11.33	0.56	NA	NA	NA	NA
December 2016	NA	NA	11.23	-0.34	NA	NA	NA	NA
January 2017	12.25	0.00	11.15	-1.01	13.55	0.00	9.66	0.00
February 2017	12.36	0.85	11.32	0.45	13.65	0.76	10.42	7.91
March 2017	12.60	2.86	11.70	3.86	13.60	0.40	10.38	7.51
April 2017	12.82	4.61	11.46	1.73	13.68	0.97	NA	NA
May 2017	12.74	3.99	11.19	-0.74	13.36	-1.41	10.05	4.12
June 2017	12.80	4.47	11.34	0.66	13.33	-1.59	10.16	5.25
July 2017	12.96	5.78	11.69	3.71	13.10	-3.28	10.08	4.36
August 2017	12.87	5.03	11.65	3.40	13.35	-1.49	10.23	5.90
September 2017	12.75	4.04	11.47	1.75	13.59	0.29	10.30	6.65
October 2017	12.53	2.29	11.31	0.34	13.63	0.57	10.34	7.12
November 2017	12.25	-0.04	11.31	0.36	13.65	0.76	10.06	4.16
December 2017	11.93	-2.67	11.07	-1.79	13.78	1.69	9.78	1.27
January 2018	12.16	-0.76	11.19	-0.68	13.69	1.05	NA	NA
February	12.48	1.83	11.69	3.76	13.76	1.58	NA	NA

2018								
March 2018	12.58	2.64	11.66	3.49	13.80	1.86	10.08	4.41
April 2018	12.14	-0.90	11.24	-0.24	13.48	-0.52	9.72	0.64
May 2018	12.07	-1.53	10.76	-4.48	13.21	-2.48	10.01	3.68
June 2018	12.16	-0.78	10.94	-2.92	12.75	-5.86	10.05	4.09
July 2018	12.28	0.23	11.02	-2.20	12.94	-4.49	10.04	3.99
August 2018	12.20	-0.43	10.87	-3.56	12.95	-4.40	10.10	4.62

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	95	0	0	0
2	6152	190699	55.7	0	0
3	3994	123821	36.1	0	0
4	36	1105	0.3	83	2.1
5	253	7843	2.3	157	4.1
6	58	1793	0.5	228	5.9
7	5	147	0	58	1.5
8	59	1838	0.5	68	1.8
9	412	12761	3.7	2328	60.2
10	61	1889	0.6	782	20.2
11	8	262	0.1	0	0
12	4	138	0	21	0.5
13	7	206	0.1	145	3.7
TOTAL	11052	342599	100	3870	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>
2018-08-02	Thursday	10:14:46	9	NB	1	142.1
2018-08-08	Wednesday	09:37:49	10	SB	4	134.2
2018-08-02	Thursday	18:57:31	10	SB	4	127.85
2018-08-26	Sunday	19:12:58	10	SB	3	125.96
2018-08-08	Wednesday	14:19:16	10	SB	3	125.74
2018-08-20	Monday	19:52:23	10	NB	1	125.6
2018-08-25	Saturday	09:15:30	10	SB	3	122.9
2018-08-17	Friday	09:51:22	10	SB	3	121.77
2018-08-29	Wednesday	07:28:29	10	NB	1	121.27
2018-08-16	Thursday	06:01:24	10	SB	3	120.92

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	504	106	21	12246	1370	3138
5	NB	8	3772	346	9.2	53803	2465	13198
6	NB	19	947	85	9	28723	1434	6173
7	NB	11.5	50	0	0	2603	0	1014
8	NB	31	892	471	52.8	16937	8056	1943
9	NB	33	6053	649	10.7	340259	19442	80964
10	NB	33.5	823	118	14.3	47231	3414	11807
11	NB	36.5	131	98	74.8	1930	1846	363
12	NB	36.5	77	7	9.1	4350	144	898
13	NB	31.5	102	1	1	10660	20	3739
TOTAL	****	****	13351	1881	****	518743	****	123235
<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	591	106	17.9	14014	1376	3369
5	SB	8	3997	452	11.3	53426	3221	12533
6	SB	19	829	59	7.1	28929	1023	7149
7	SB	11.5	96	0	0	5273	0	2085
8	SB	31	929	640	68.9	11086	12052	1064
9	SB	33	6588	2268	34.4	242047	66949	49743
10	SB	33.5	1048	44	4.2	78378	1184	22372
11	SB	36.5	129	95	73.6	1606	1877	183
12	SB	36.5	60	7	11.7	2907	168	486
13	SB	31.5	102	0	0	10130	0	3459
TOTAL	****	****	14369	3671	****	447796	****	102443
GRAND TOTAL	****	****	27720	5552	431	966539	126041	225678

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	74	11	17	22	124	0
2	313933	84399	110959	281056	790347	29
3	334377	79023	99741	328931	842072	30.9
4	12874	742	2695	12695	29006	1.1
5	51001	5267	10978	45669	112916	4.1
6	28930	1227	2470	27481	60109	2.2
7	2392	211	263	5010	7876	0.3
8	23832	1161	2514	20624	48131	1.8
9	340102	19600	22645	286352	668698	24.5
10	47154	3491	7621	71941	130207	4.8
11	3483	293	83	3400	7259	0.3
12	4036	458	425	2650	7569	0.3
13	10083	597	972	9158	20810	0.8
TOTAL	1172270	196480	261385	1094988	2725123	100
GVW/LANE	43.02	7.21	9.59	40.18	100	0

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	0.0105
2	42	12	25	31	109	0.51	0.0012
3	138	26	56	116	336	1.58	0.0055
4	250	10	59	244	564	2.64	1.03
5	704	51	132	638	1526	7.15	0.39
6	553	17	89	612	1270	5.95	1.43
7	56	4	8	116	184	0.86	2.45
8	350	12	38	258	657	3.08	0.72
9	7073	420	430	4773	12695	59.51	2.01
10	771	48	320	1882	3021	14.16	3.23
11	37	3	0	20	60	0.28	0.49
12	60	6	19	27	112	0.53	1.59
13	350	10	51	388	799	3.75	7.44
TOTAL	10386	618	1226	9105	21334	100	21
ESALS/LANE	48.7	2.9	5.7	42.7	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	286867	9562	835	261811	91.3	25055.9	8.7	91.8	8.2
Oct 2017	260529	8404	843	234384	90	26144.9	10	92.4	7.6
Nov 2017	215323	7177	500	200318	93	15005	7	88.1	11.9
Dec 2017	205518	6630	393	193348	94.1	12170.2	5.9	85.6	14.4
Jan 2018	181841	5866	375	170202	93.6	11639.2	6.4	85.6	14.4
Feb 2018	175341	6262	392	164375	93.7	10966.1	6.3	87	13
Mar 2018	211100	6810	405	198536	94	12563.9	6	87.5	12.5
Apr 2018	204305	6810	502	189259	92.6	15045.9	7.4	91.2	8.8
May 2018	275884	8900	800	251075	91	24809.3	9	91.9	8.1
Jun 2018	322699	10757	940	294501	91.3	28198.1	8.7	90.5	9.5
Jul 2018	344993	11129	938	315918	91.6	29075.1	8.4	90.7	9.3
Aug 2018	342599	11052	903	314616	91.8	27983.2	8.2	90.5	9.5
TOTAL	302699	-	-	2788343	-	238657	-	-	-
AVERAGE	252250	8280	652	232362	92	19888	8	89	11

ESALS

<i>Month</i>	<i>ESALS NB Passing Lane</i>	<i>ESALS NB Driving Lane</i>	<i>ESALS SB Driving Lane</i>	<i>ESALS SB 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	13397	688	893	8999	23977	93	7	9.7
Oct 2017	12228	695	965	10730	24619	93	7	6.3
Nov 2017	16855	610	1089	22664	41217	96	4	34.2
Dec 2017	22666	582	1523	13599	38370	95	5	7.9
Jan 2018	20391	683	1163	7	22244	92	8	10.7
Feb 2018	26091	646	943	7	27687	94	6	27.8
Mar 2018	48174	658	1125	4031	53988	97	3	29.2
Apr 2018	25401	477	631	12895	39405	97	3	2.4
May 2018	26838	463	1016	8043	36361	96	4	2.2
Jun 2018	11493	815	1013	9537	22857	92	8	3.5
Jul 2018	12319	772	968	8324	22382	92	8	6.5
Aug 2018	10410	622	1244	9155	21431	91	9	3.8
TOTAL	246263	7711	12572	107991	374537	-	-	-
AVERAGE	20522	643	1048	8999	31211	94	6	12

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>
Sep 2017	825230	86740	100718	162052	1174740
Oct 2017	818040	85005	93348	153344	1149736
Nov 2017	897695	103424	129546	244500	1375165
Dec 2017	749520	88531	110315	462367	1410733
Jan 2018	1019948	141819	177143	923114	2262024
Feb 2018	1194612	198846	235069	1090007	2718534
Mar 2018	1200888	197432	267870	1094248	2760438
Apr 2018	1173525	196694	261803	1096958	2728981
May 2018	1055974	165403	173645	982897	2377919
Jun 2018	1034880	137948	160634	994865	2328327
Jul 2018	864848	109802	135880	388739	1499269
Aug 2018	847068	95361	130293	218569	1291292
TOTAL	11682227	1607005	1976264	7811660	23077157
AVERAGE	973519	133917	164689	650972	1923096

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	4749	1.7	19.1	817	414
Oct 2017	5511	2.1	21.2	955	421
Nov 2017	2799	1.3	16.4	429	260
Dec 2017	2265	1.1	16	412	224
Jan 2018	2500	1.4	19.5	415	137
Feb 2018	2757	1.6	22.7	778	197
Mar 2018	3069	1.5	21.2	988	264
Apr 2018	2151	1.1	13.2	267	119
May 2018	3435	1.3	13.9	687	261
Jun 2018	4353	1.4	15.5	843	362
Jul 2018	4156	1.2	14.4	724	320
Aug 2018	3887	1.1	13.9	759	302
TOTAL	41632	-	-	8074	3281
AVERAGE	3469.3	1.4	17.2	672.8	273.4

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>
Sep 2017	127781	96029	223811	57.1	42.9
Oct 2017	135565	112336	247902	54.7	45.3
Nov 2017	115079	32265	147344	78.1	21.9
Dec 2017	111685	13609	125293	89.1	10.9
Jan 2018	116628	7851	124479	93.7	6.3
Feb 2018	116036	6240	122276	94.9	5.1
Mar 2018	122115	14504	136619	89.4	10.6
Apr 2018	96227	38405	134632	71.5	28.5
May 2018	116982	93214	210196	55.7	44.3
Jun 2018	140596	106134	246729	57	43
Jul 2018	141151	92036	233187	60.5	39.5
Aug 2018	123235	102443	225678	54.6	45.4
TOTAL	1463080	715066	2178146	-	-
AVERAGE	121923.3	59588.9	181512.2	71.4	28.6