

MAY 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 May 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: 275884 | Passenger Vehicles: 251075 | Heavy Commercial Vehicles: 24809

Monthly Average Daily Traffic (MADT): 8899 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 800

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 Mondays. SB vehicles typically reached highest volume levels on Mondays, with lowest volumes reported on Saturdays (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 03 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 03 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 24809 HCVs, 3399 of them were overweight³. These overweight HCVs contributed to 1.2% of total monthly volume, and 13.9% 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 Thursdays, 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 55.7% 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 July.

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 ,89 NB vehicles exceeded 88,000 pounds (38 vehicles were Class 13's; 19 vehicles were Class 10's). Of vehicles traveling SB,

598 NB vehicles exceeded 88,000 pounds (466 vehicles were Class 10's; 91 vehicles were Class 9'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 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 210196 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (55.7%) than SB (44.3%). 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 275884 vehicles with a combined GVW of 2262024 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 36361 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 75.1% of all ESALs were recorded NB while 24.9% was observed SB. In particular, 48% of all ESALs were generated by the Class 14's (Class 14's were also responsible for generating % 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).

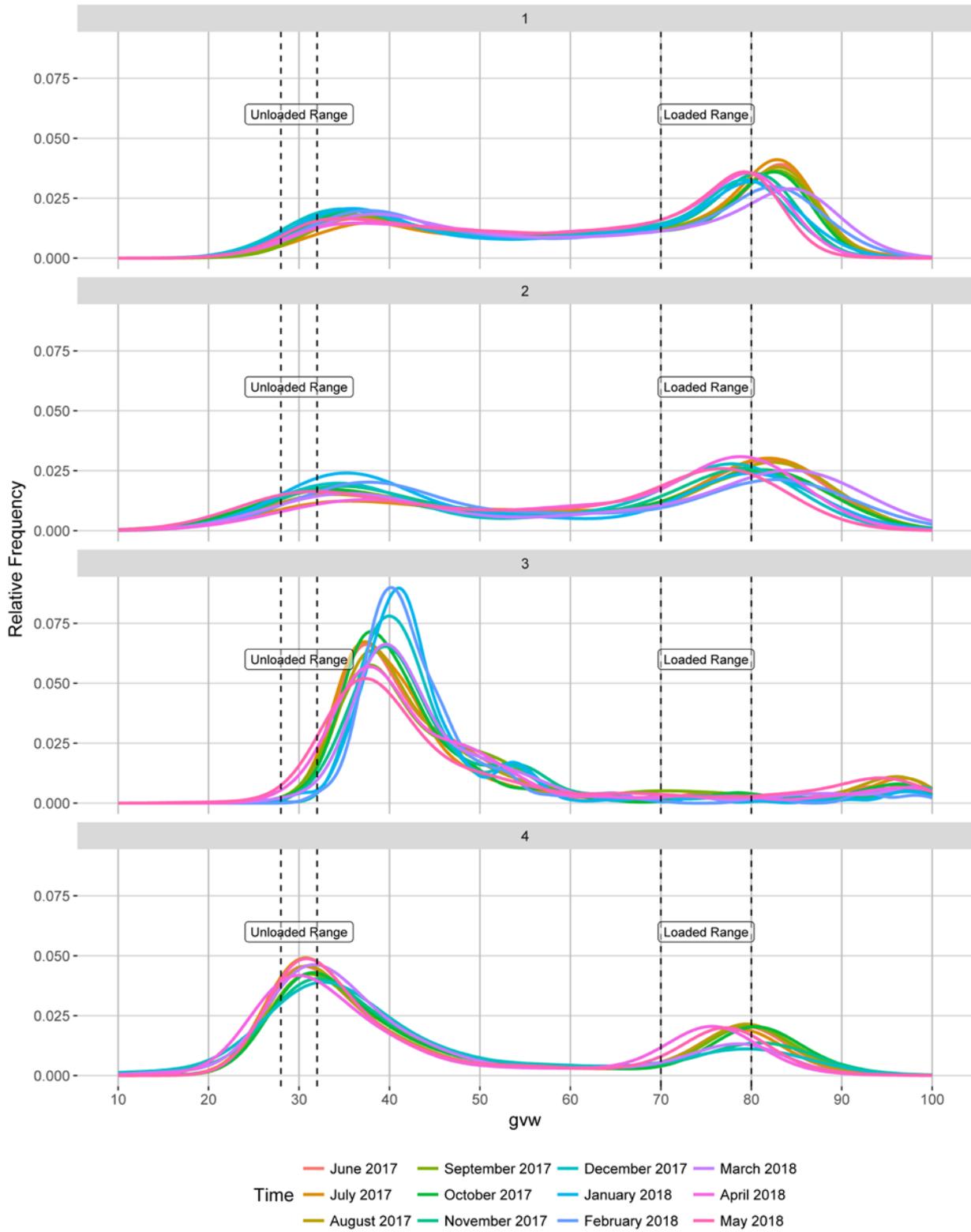
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

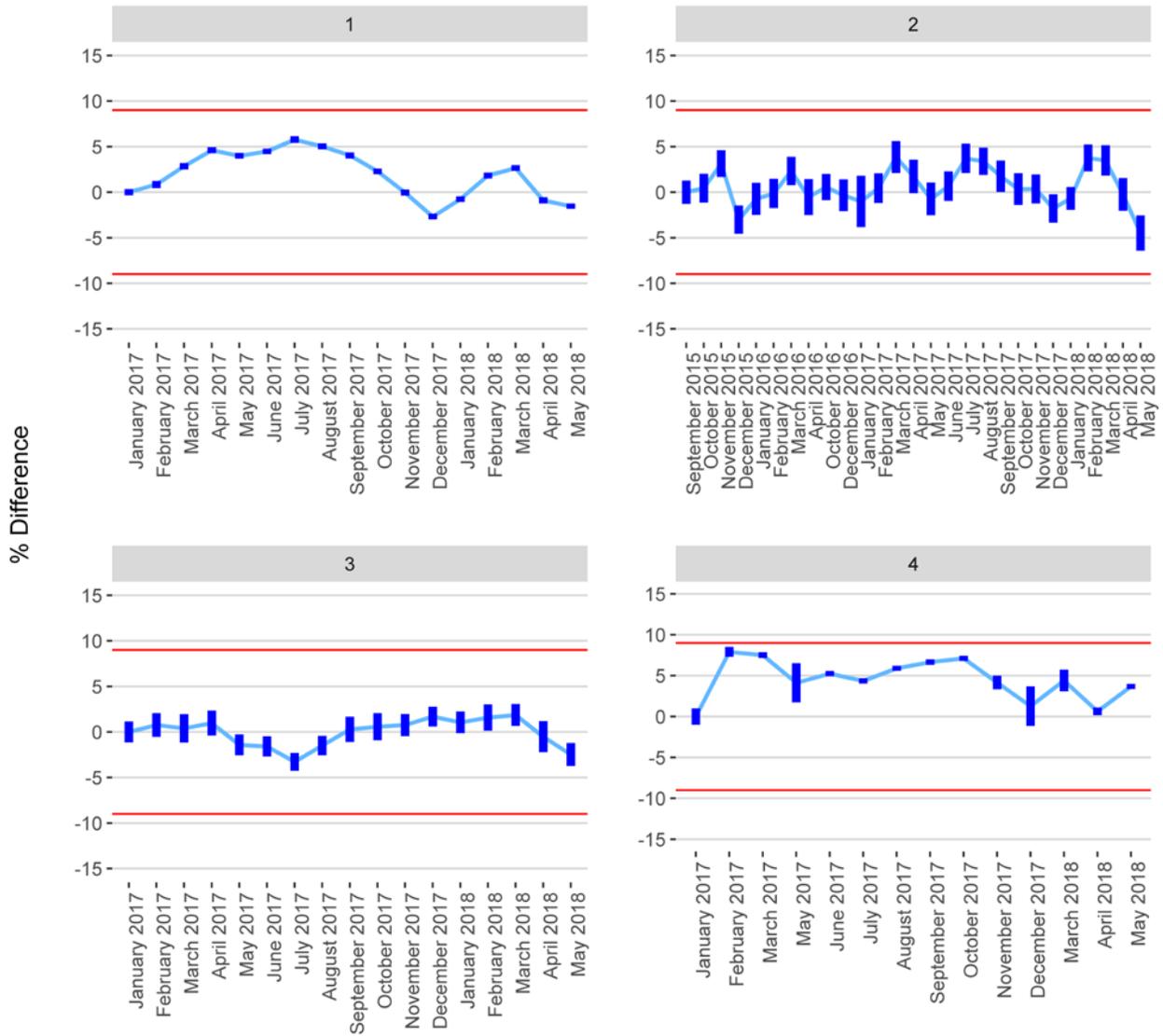
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Figure 1 - Monthly Class 9 GWW Histogram



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

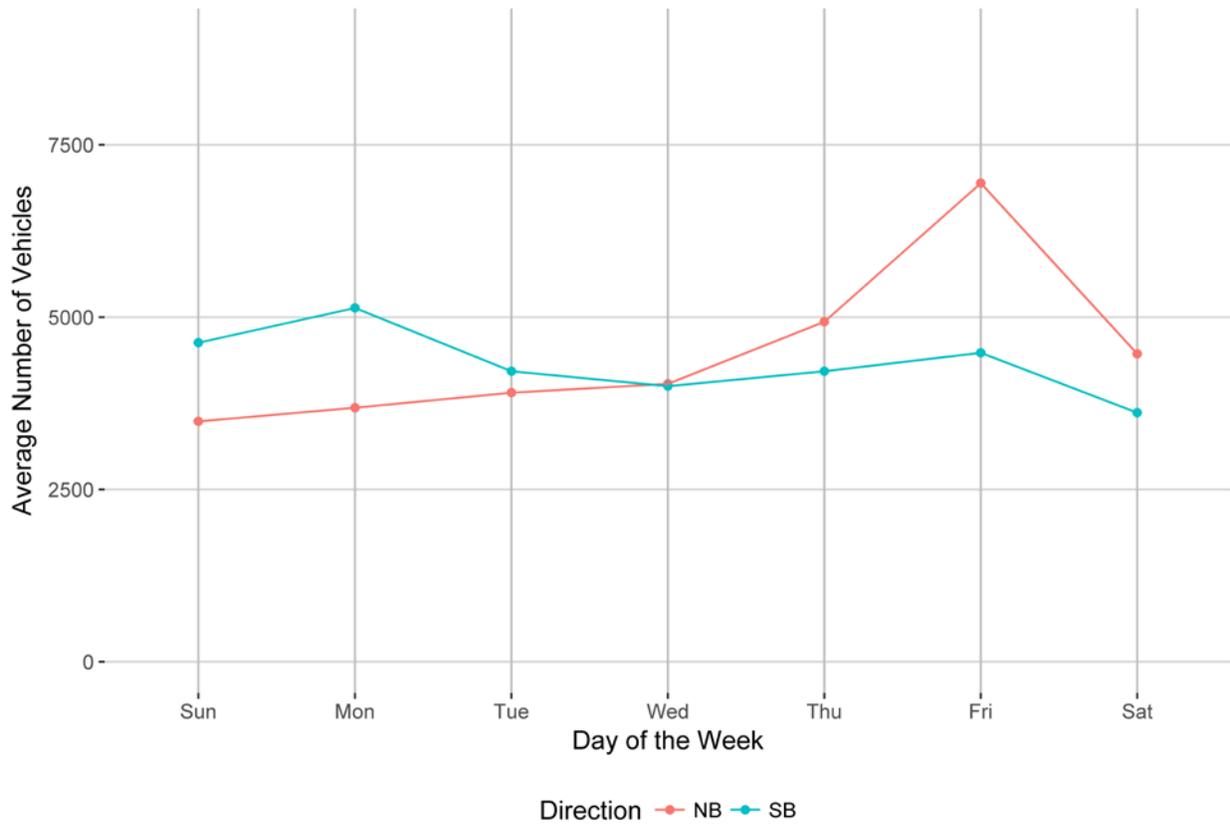


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

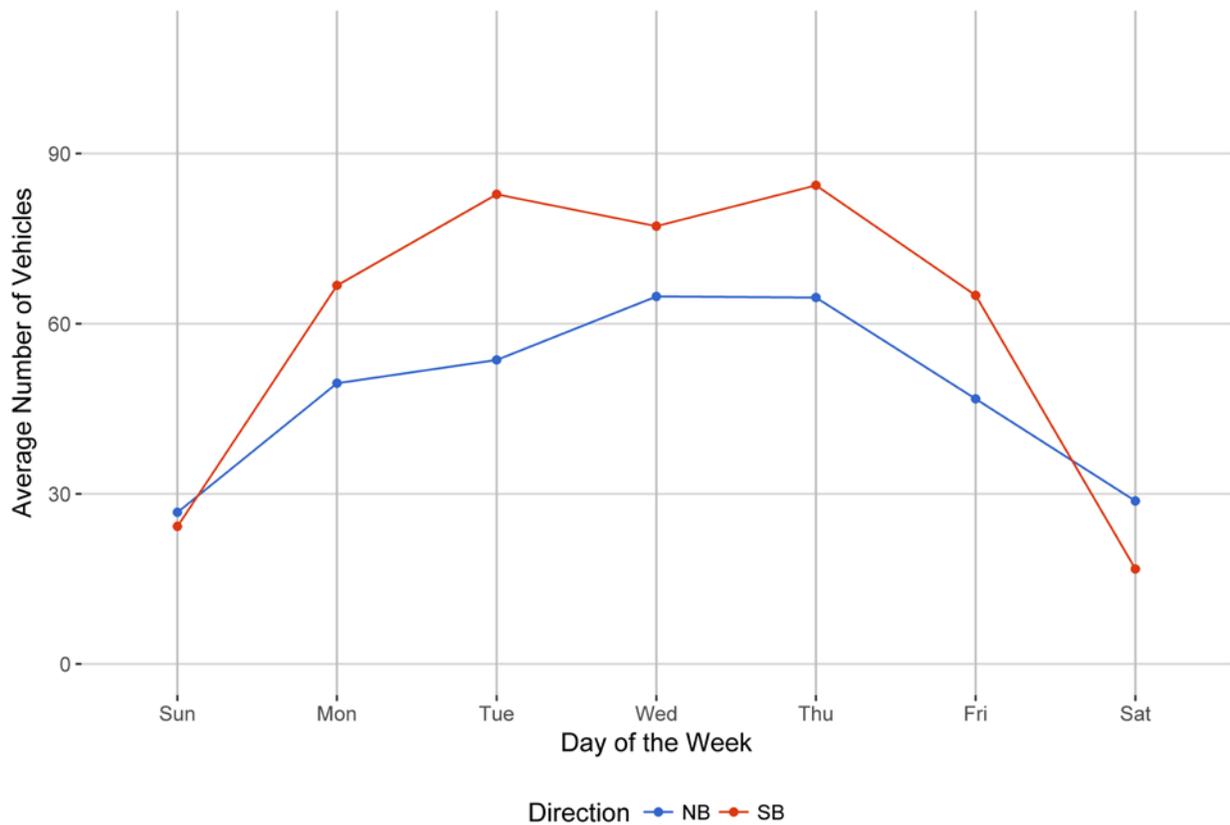


Figure 4 - Passenger Vehicles vs. Hour of the Day

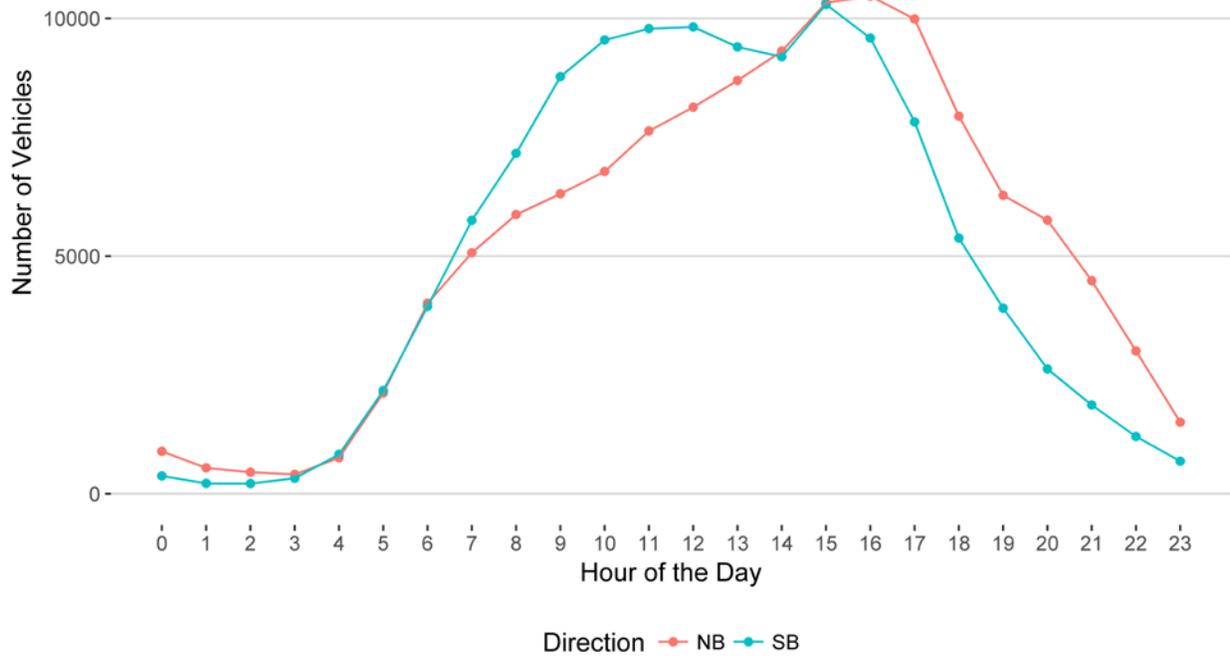


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

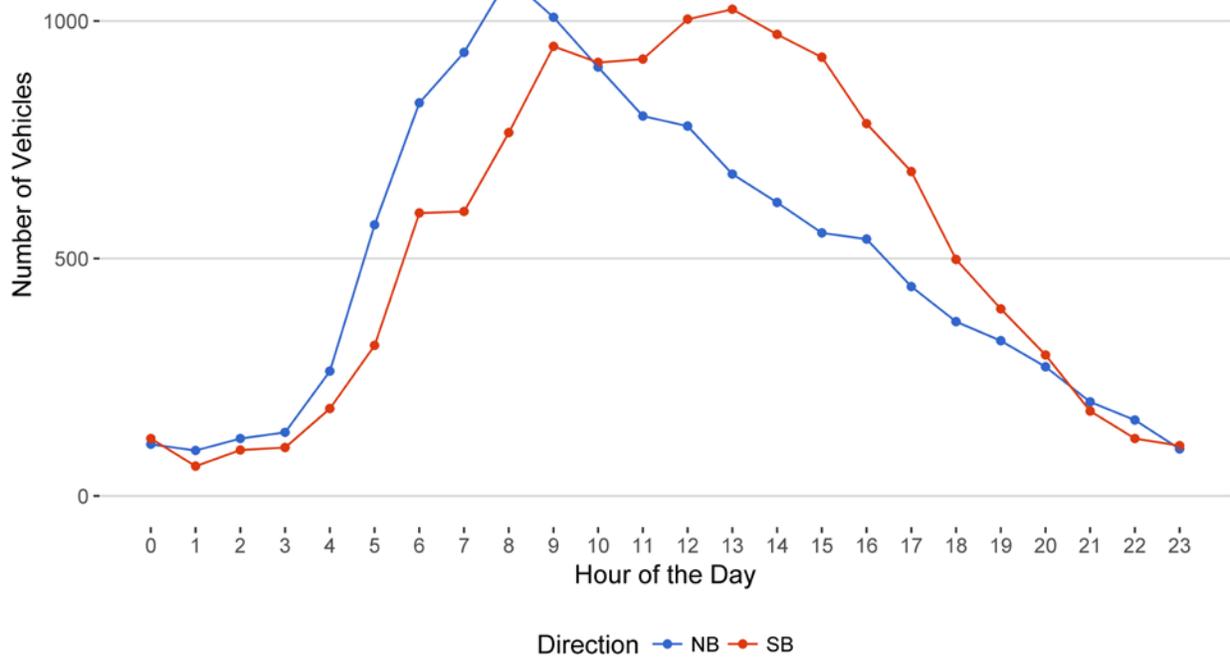


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

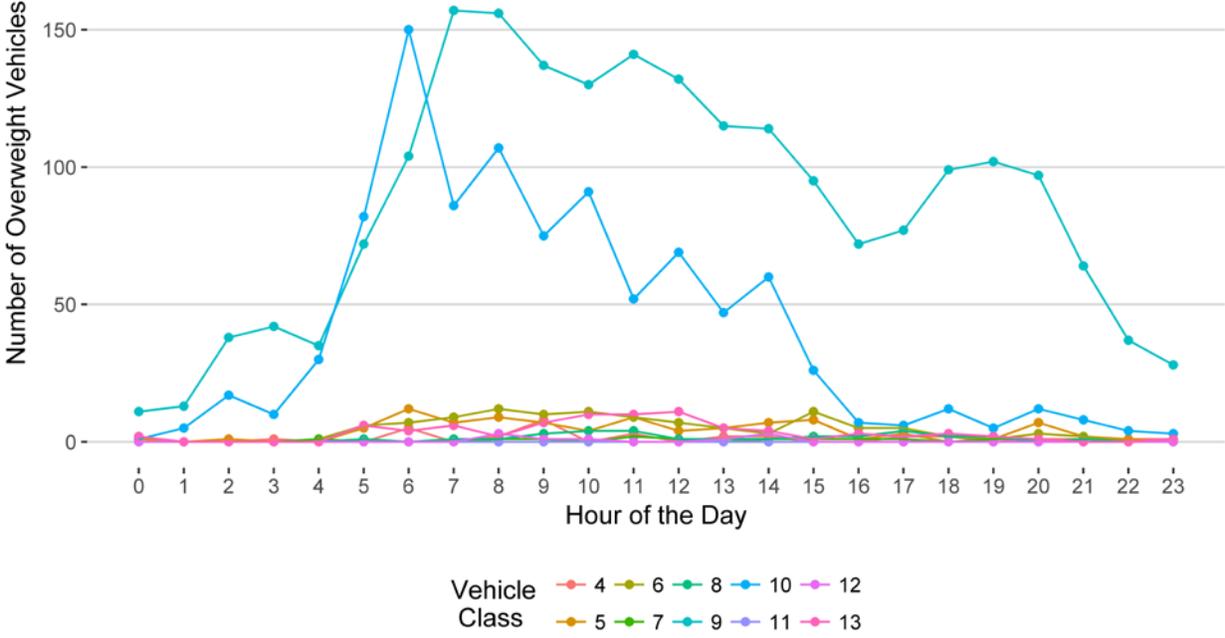


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

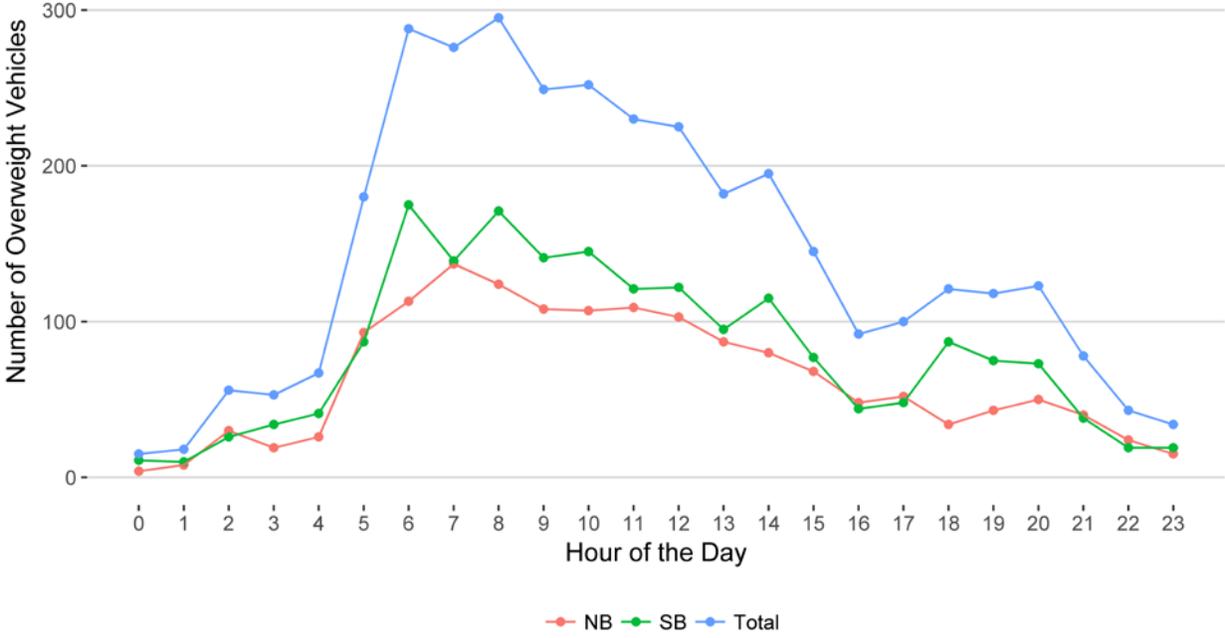
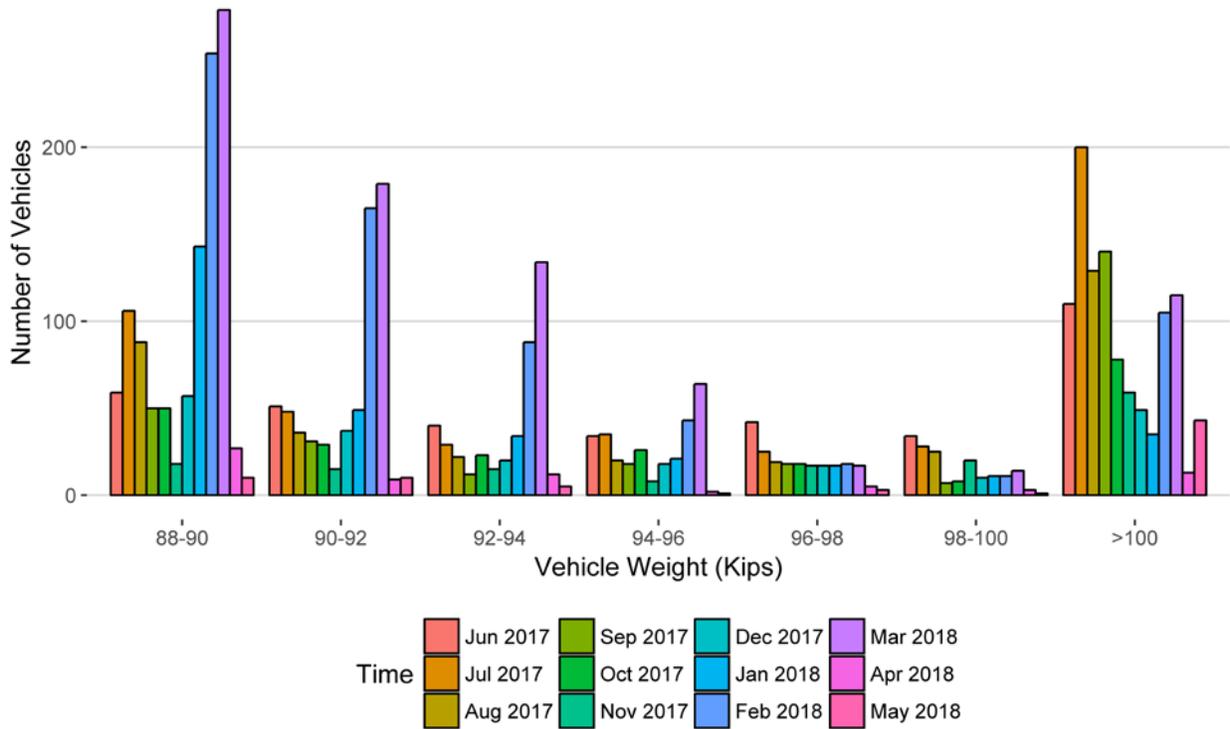
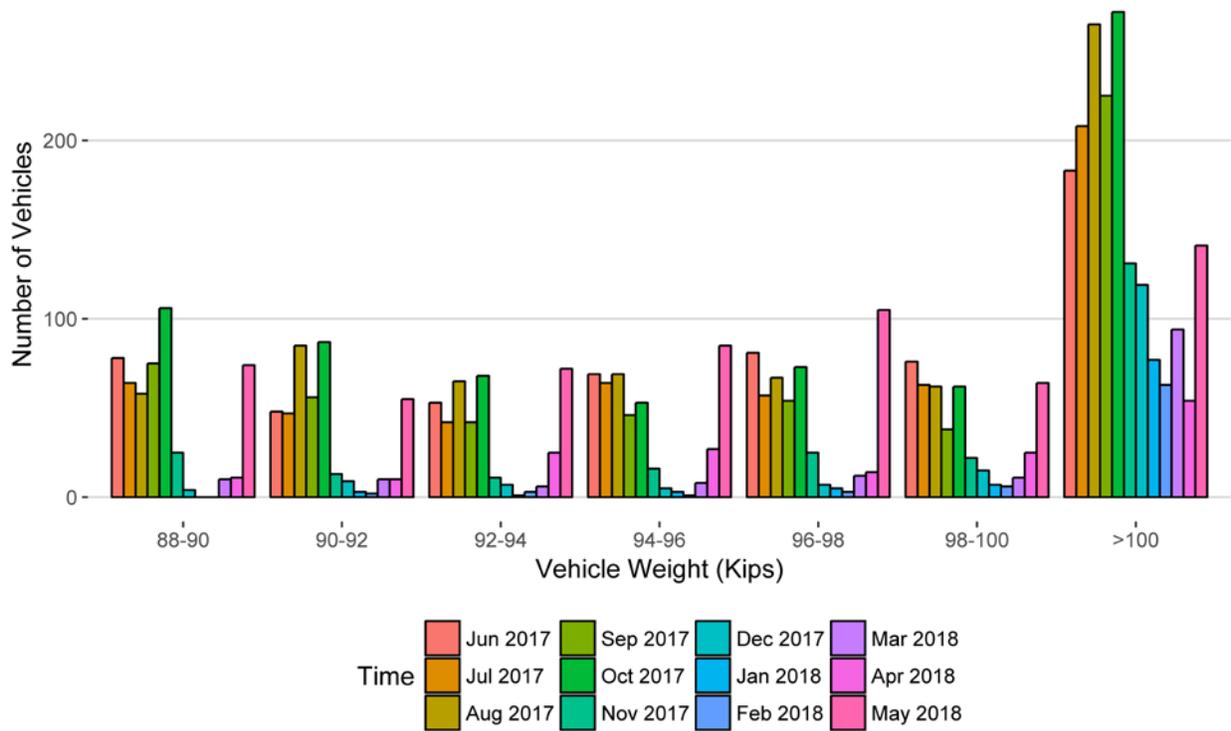


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	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	59	106	88	50	50	18	57	143	254	279	27	10
90-92	51	48	36	31	29	15	37	49	165	179	9	10
92-94	40	29	22	12	23	15	20	34	88	134	12	5
94-96	34	35	20	18	26	8	18	21	43	64	2	1
96-98	42	25	19	18	18	17	17	17	18	17	5	3
98-100	34	28	25	7	8	20	10	11	11	14	3	1
>100	110	200	129	140	78	59	49	35	105	115	13	43
Total	370	471	339	276	232	152	208	310	684	802	71	73

Figure 8 - Histogram of SB 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	78	64	58	75	106	25	4	0	0	10	11	74
90-92	48	47	85	56	87	13	9	3	2	10	10	55
92-94	53	42	65	42	68	11	7	1	3	6	25	72
94-96	69	64	69	46	53	16	5	3	1	8	27	85
96-98	81	57	67	54	73	25	7	5	3	12	14	105
98-100	76	63	62	38	62	22	15	7	6	11	25	64
>100	183	208	265	225	272	131	119	77	63	94	54	141
Total	588	545	671	536	721	243	166	96	78	151	166	596

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

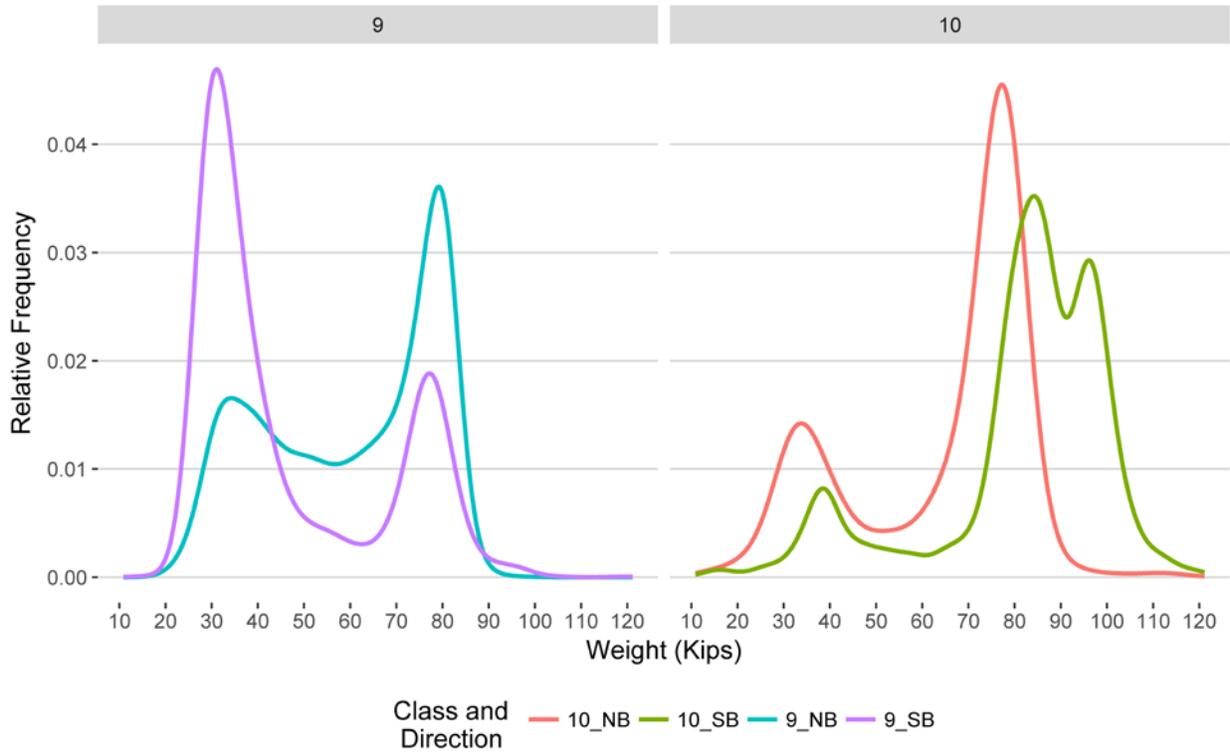


Figure 9 - Freight Percentage by Direction and Class

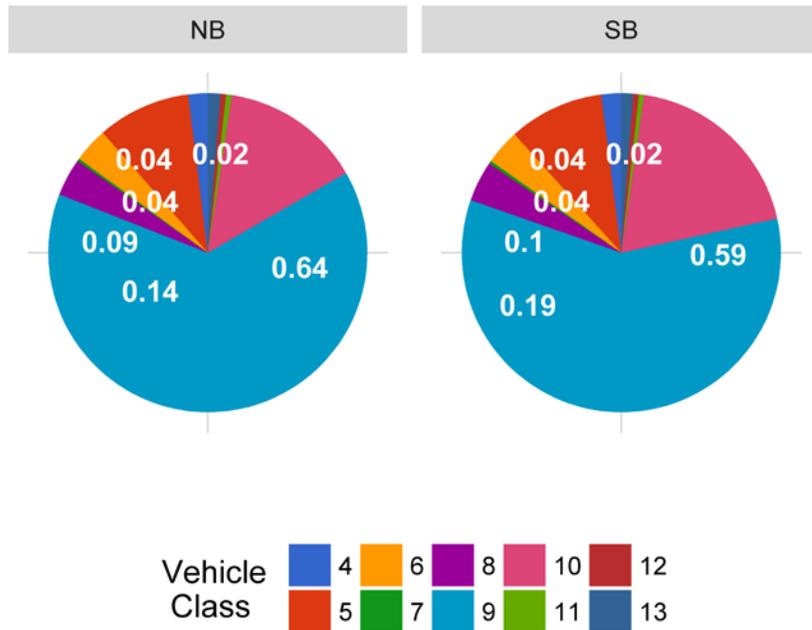


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

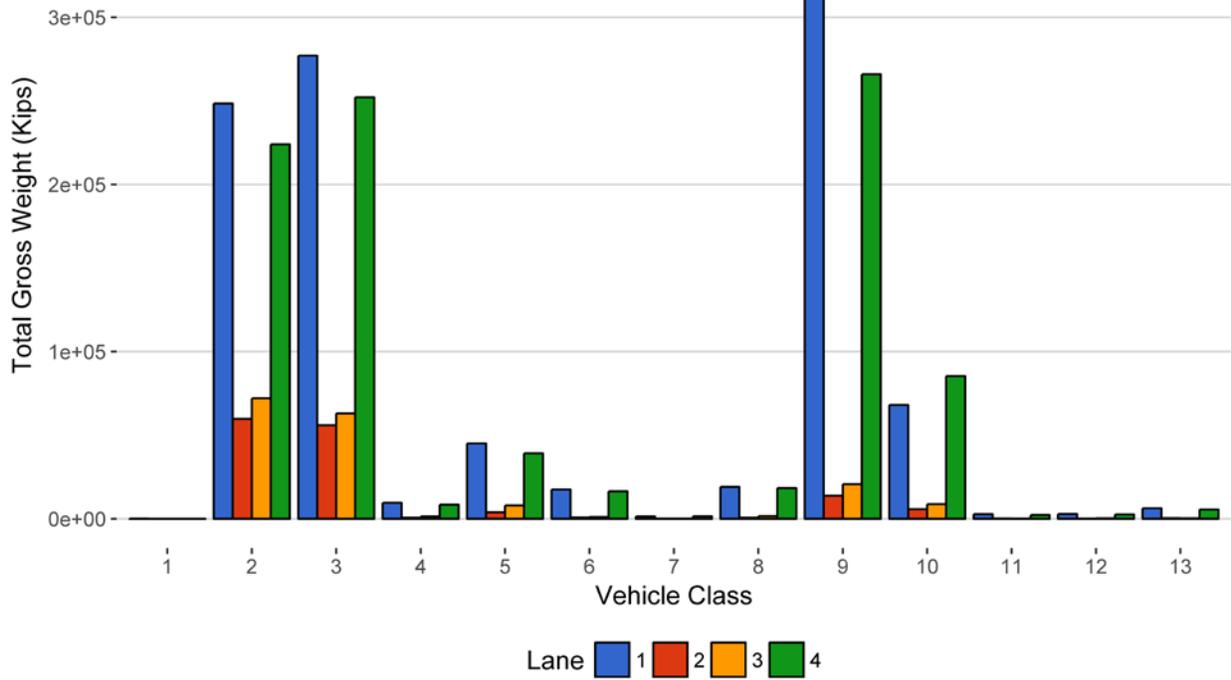


Figure 11 - Total Gross Vehicle Weight I

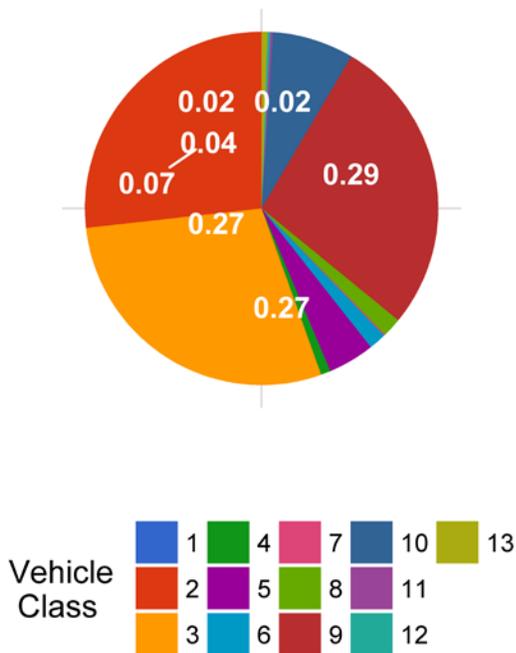


Figure 12 - Total ESALs by Class and Lane

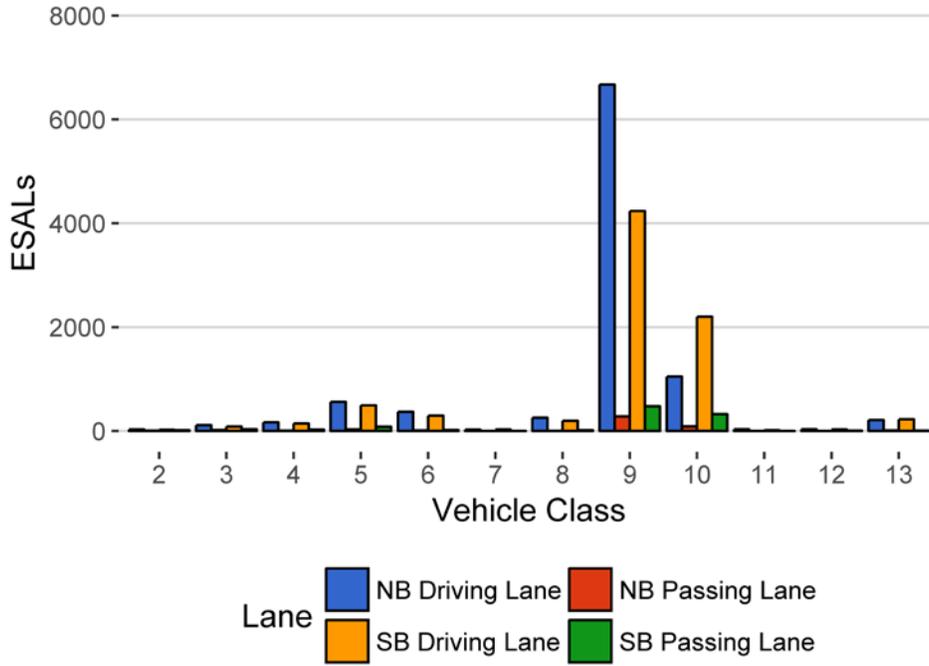


Figure 13 - ESALs by Class

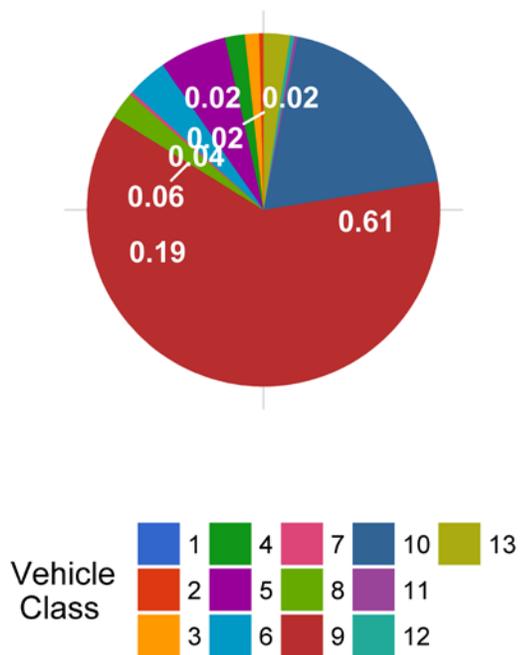


Table 1 Class 9 Front Axle Weight by Lane

<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>
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

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	80	0	0	0
2	4910	152195	55.2	0	0
3	3187	98800	35.8	0	0
4	25	782	0.3	31	0.9
5	219	6779	2.5	94	2.8
6	36	1103	0.4	109	3.2
7	2	64	0	12	0.4
8	49	1517	0.5	31	0.9
9	382	11845	4.3	2068	60.8
10	75	2321	0.8	965	28.4
11	6	178	0.1	0	0
12	3	106	0	9	0.3
13	4	115	0	80	2.4
TOTAL	8899	275884	100	3399	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>
2018-05-24	Thursday	18:46:02	10	SB	3	121.15
2018-05-09	Wednesday	10:58:04	9	SB	3	121.06
2018-05-09	Wednesday	18:00:40	10	SB	4	120.35
2018-05-17	Thursday	13:05:50	9	SB	3	120.19
2018-05-03	Thursday	09:47:03	10	SB	4	118.72
2018-05-14	Monday	04:37:55	10	SB	3	118.7
2018-05-14	Monday	08:34:41	10	SB	3	117.82
2018-05-12	Saturday	08:24:24	10	SB	3	116.92
2018-05-29	Tuesday	13:34:48	9	SB	4	116.55
2018-05-22	Tuesday	08:08:59	10	NB	1	116.19

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	390	98	25.1	9001	1250	2311
5	NB	8	3318	338	10.2	46540	2418	11350
6	NB	19	548	57	10.4	17292	967	3981
7	NB	11.5	32	0	0	1365	0	499
8	NB	31	735	415	56.5	12547	7205	1314
9	NB	33	5523	567	10.3	315944	16824	76198
10	NB	33.5	1141	135	11.8	69894	3948	18097
11	NB	36.5	94	65	69.1	1731	1217	336
12	NB	36.5	51	5	9.8	2797	112	559
13	NB	31.5	61	0	0	6598	0	2338
TOTAL	****	****	11893	1680	****	483710	****	116982
<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	382	84	22	8786	1073	2158
5	SB	8	3378	458	13.6	43822	3262	10231
6	SB	19	541	54	10	16450	935	3599
7	SB	11.5	31	0	0	1520	0	582
8	SB	31	763	502	65.8	9590	10359	750
9	SB	33	6176	2309	37.4	218374	68236	45382
10	SB	33.5	1151	27	2.3	93330	700	27838
11	SB	36.5	82	54	65.9	1349	1080	164
12	SB	36.5	54	2	3.7	2825	39	463
13	SB	31.5	53	0	0	5766	0	2048
TOTAL	****	****	12611	3490	****	401813	****	93214
GRAND TOTAL	****	****	24504	5170	424	885523	119626	210196

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	56	10	11	21	99	0
2	248404	59789	72074	223976	604243	26.8
3	277080	55948	63011	252093	648131	28.7
4	9585	667	1403	8456	20110	0.9
5	45104	3855	7916	39169	96043	4.3
6	17505	753	960	16425	35644	1.6
7	1328	37	66	1454	2886	0.1
8	19127	626	1603	18346	39701	1.8
9	318959	13809	20643	265967	619378	27.4
10	68108	5735	8693	85337	167873	7.4
11	2788	159	94	2336	5377	0.2
12	2852	57	283	2581	5773	0.3
13	6271	327	244	5522	12364	0.5
TOTAL	1017167	141771	177001	921682	2257621	100
GVW/LANE	45.05	6.28	7.84	40.83	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	0.0125
2	31	8	15	23	77	0.4	0.001
3	111	18	35	84	248	1.31	0.0051
4	167	8	26	145	346	1.83	0.9
5	560	29	82	495	1166	6.15	0.35
6	369	13	19	294	695	3.66	1.28
7	27	0	2	31	60	0.32	1.82
8	254	4	15	197	470	2.48	0.63
9	6671	281	477	4235	11664	61.47	2
10	1048	88	327	2202	3666	19.32	3.2
11	35	2	0	17	54	0.28	0.64
12	32	0	10	30	73	0.38	1.35
13	212	11	7	227	457	2.41	7.32
TOTAL	9516	463	1015	7981	18976	100	20
ESALS/LANE	50.1	2.4	5.3	42.1	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	319238	10641	930	291338	91.3	27899.8	8.7	91.1	8.9
Jul 2017	341612	11020	954	312053	91.3	29559.5	8.7	91.4	8.6
Aug 2017	323990	10451	906	295913	91.3	28077.5	8.7	91.7	8.3
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
TOTAL	3001548	--	--	2762612	--	238937	--	--	--
AVERAGE	250129	8211	653	230218	92	19911	8	90	10

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>
Jun 2017	13372	929	1116	9528	24945	92	8	9.3
Jul 2017	15823	887	1206	8865	26780	92	8	23.7
Aug 2017	16638	861	1147	10280	28927	93	7	13
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
TOTAL	257874	8179	12817	109649	388518	--	--	--
AVERAGE	21490	682	1068	9137	32376	94	6	15

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>
Jun 2017	825230	86740	100718	162052	1174740
Jul 2017	818040	85005	93348	153344	1149736
Aug 2017	897695	103424	129546	244500	1375165
Sep 2017	749520	88531	110315	462367	1410733
Oct 2017	1019948	141819	177143	923114	2262024
Nov 2017	1226497	207142	212959	1067914	2714512
Dec 2017	1285190	212694	240911	1100208	2839003
Jan 2018	1208868	202501	206603	1102509	2720481
Feb 2018	1055974	165403	173645	982897	2377919
Mar 2018	1034880	137948	160634	994865	2328327
Apr 2018	864848	109802	135880	388739	1499269
May 2018	847068	95361	130293	218569	1291292
TOTAL	11833756	1636371	1871995	7801079	23143201
AVERAGE	986146	136364	156000	650090	1928600

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	5558	1.8	20	960	404
Jul 2017	5908	1.8	20.1	1025	508
Aug 2017	5699	1.8	20.4	1016	485
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
TOTAL	46401	--	--	8749	3694
AVERAGE	3866.8	1.5	18.6	729.1	307.8

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>
Jun 2017	146355	105381	251736	58.1	41.9
Jul 2017	165781	98437	264218	62.7	37.3
Aug 2017	149028	108771	257798	57.8	42.2
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
TOTAL	1519262	727042	2246304	--	--
AVERAGE	126605.2	60586.8	187192	71.9	28.1