JANUARY 2018

WIM #32
US 52, MP 66.0
ORONOCO, MN

MONTHLY REPORT

Your Destination...Our Priority

WIM Site Location

WIM #32 is located on US 52 near Oronoco in Olmsted county.

System Operation

WIM #32 was operational for the entire month of January 2018. Volume was computed using all monthly data.

System Calibration

WIM #32 was most recently calibrated on 2017-05-05. 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 except lane 3. 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: 777133 | Passenger Vehicles: 711218 | Heavy Commercial Vehicles: 65915

Monthly Average Daily Traffic (MADT): 25069 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 2126

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 Fridays, with lowest volumes reported on Mondays (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 07 AM and 04 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 07 AM 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 65915 HCVs, 1135 of them were overweight [3]. These overweight HCVs contributed to 0.1% of total monthly volume, and 1.7% 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 Mondays, with lowest volumes reported on Saturdays. See Figure 3 .
The top two overweight violators by class were the class 9 and class 5 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 69.8% of all overweight vehicles traveling NB 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 report [4].
Using normal load limits ,39 NB vehicles exceeded 88,000 pounds (25 vehicles were Class 13's; 8 vehicles were Class 9's). Of vehicles traveling SB,

26 NB vehicles exceeded 88,000 pounds (21 vehicles were Class 13's; 3 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from January 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in January 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 454307 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (53.7%) than SB (46.3%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 55X13 (a box culvert) is approximately 1/3 of a mile north of WIM #32, and Bridge No. 8960 (a box culvert) is approximately 1 ¾ miles south of WIM #32. WIM #32 recorded a total of 777133 vehicles with a combined GVW of 5404317 kips (1 kip = 1,000 pounds = 0.5 tons) in January 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 33043 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 55.6% of all ESALs were recorded NB while 44.4% was observed SB. In particular, 79% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 38% 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

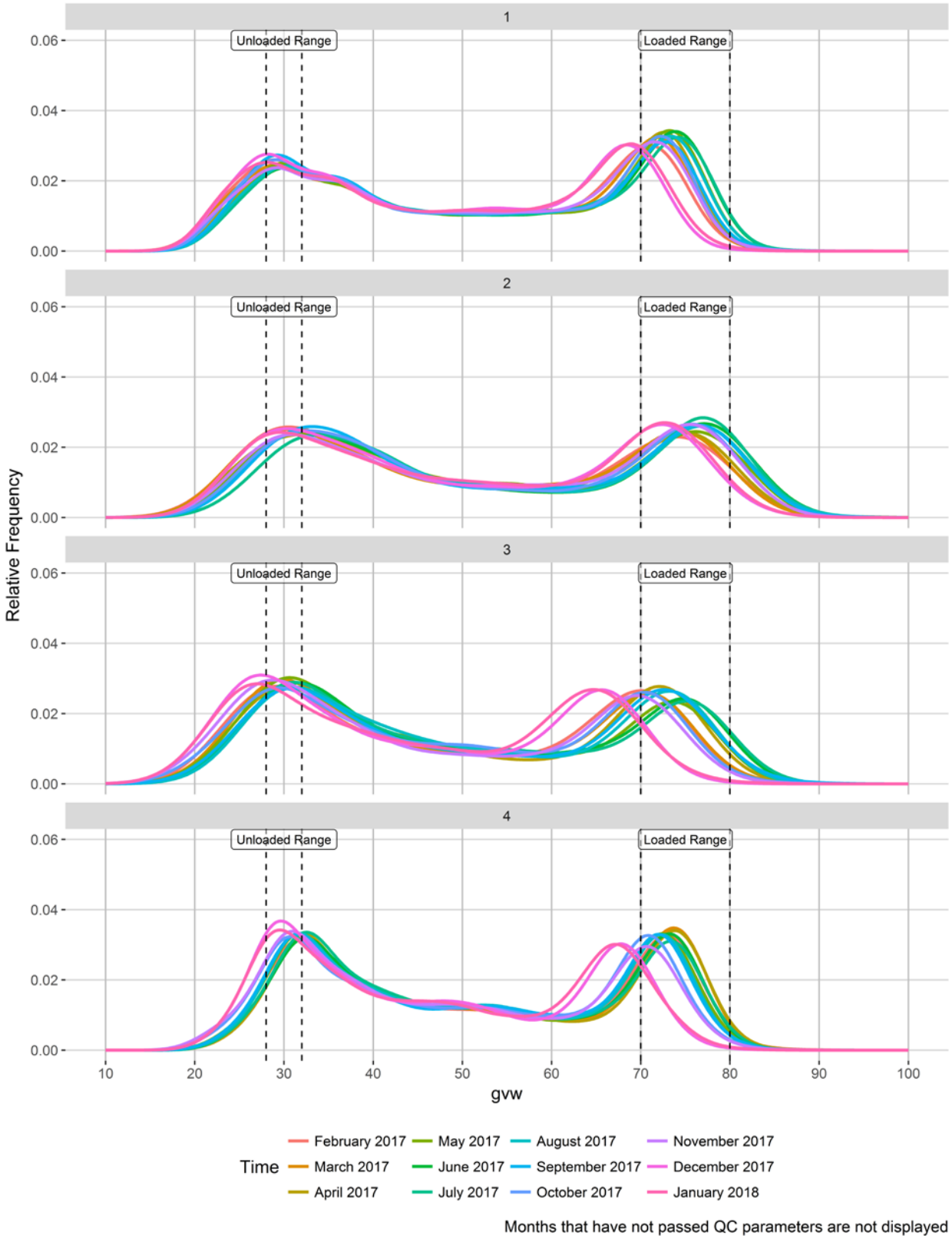
- [1] Front axle weights of Class 9s are monitored on a monthly basis to assure performance between calibrations. The current goal of the WIM scale calibration is to have each individual axle weight stay within a range of ?9% of baseline calibration values

- [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

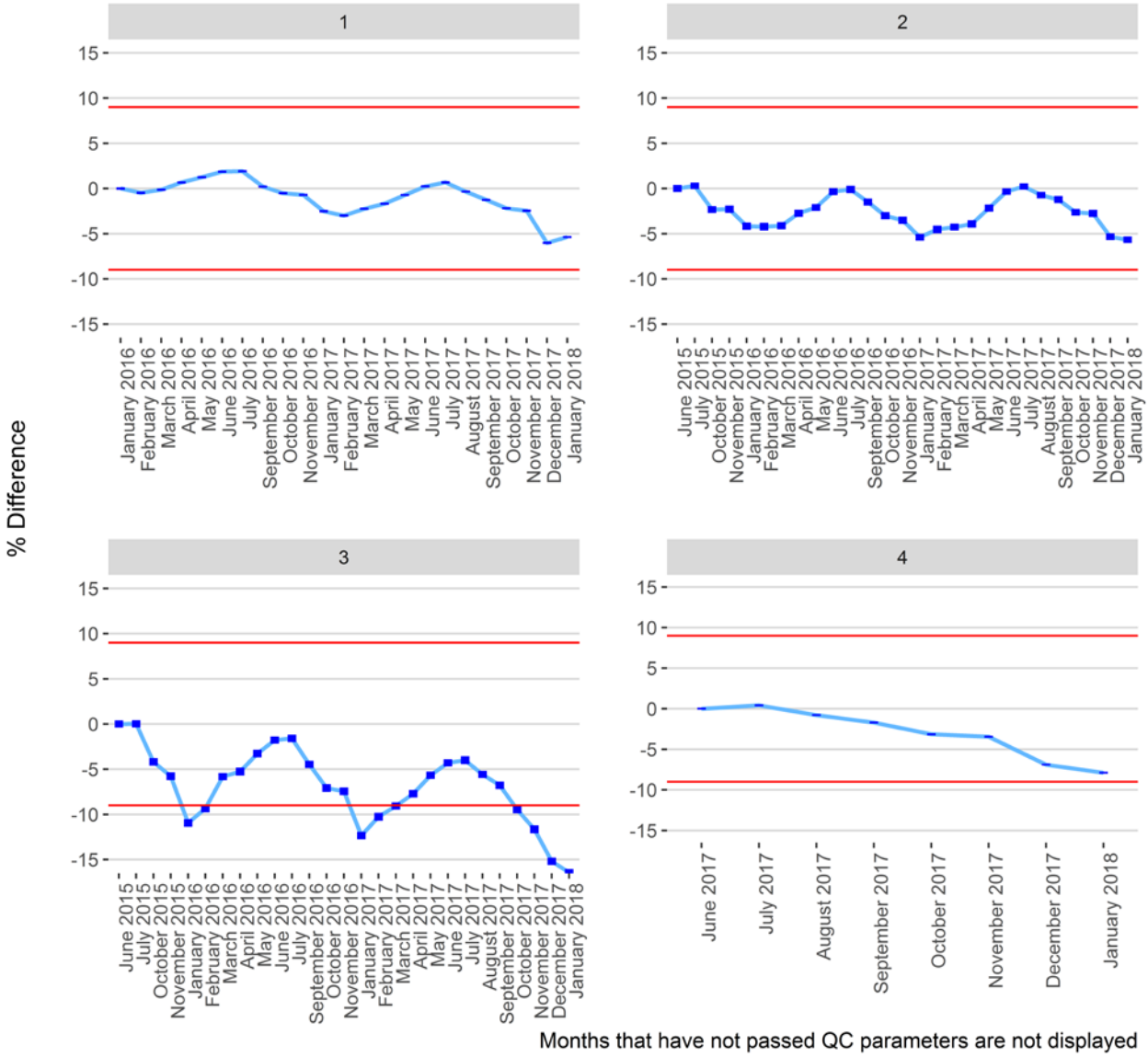
- [4] For example, Class 9s and 10s can legally have gross vehicle weights up to 80,000 lbs (with the exception of permitted loads) during normal load limits. To account for measurement error on the WIM scales, those exceeding 10% of the legal GVW maximum (or 1.1 times the legal GVW) should be screened (e.g., 80,000 lbs + 8,000 lbs = 88,000 lbs). Similarly during WLI vehicles weighing 96,800 lbs should be screened.

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

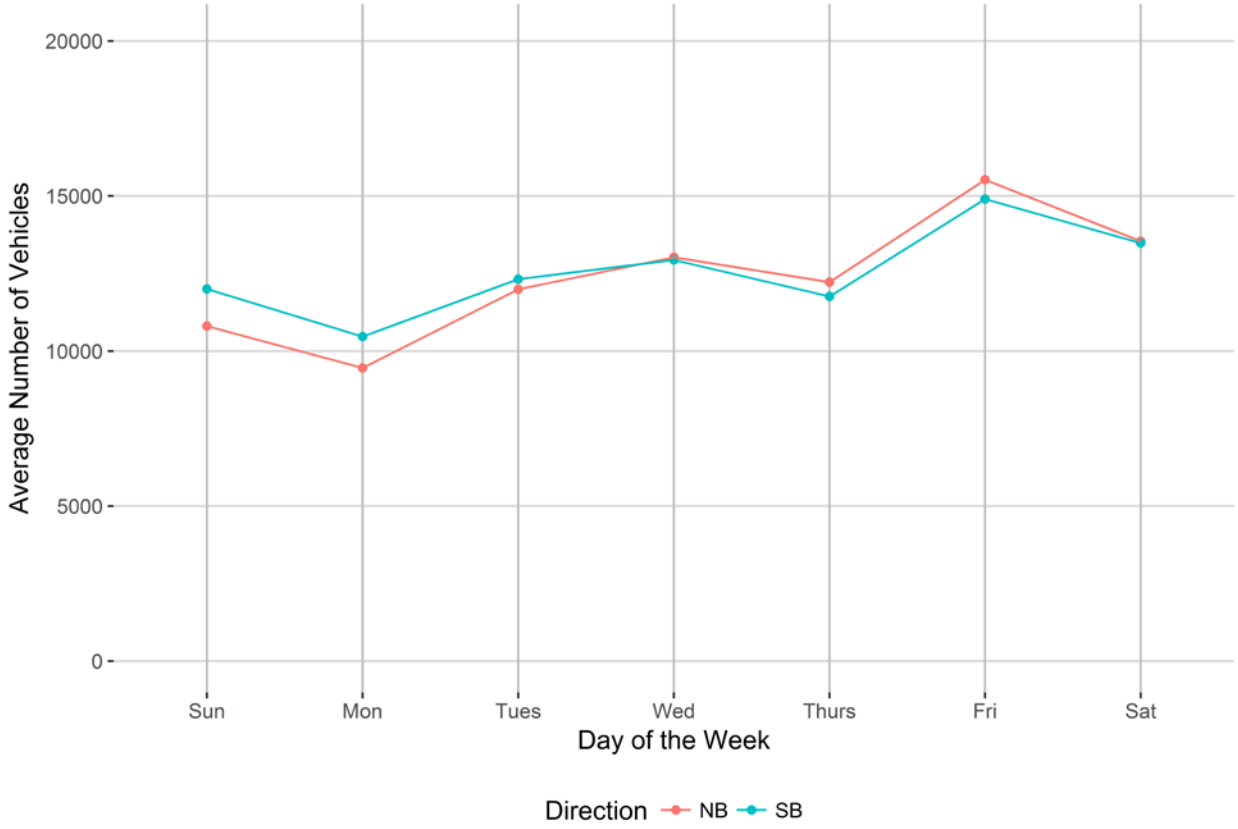


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

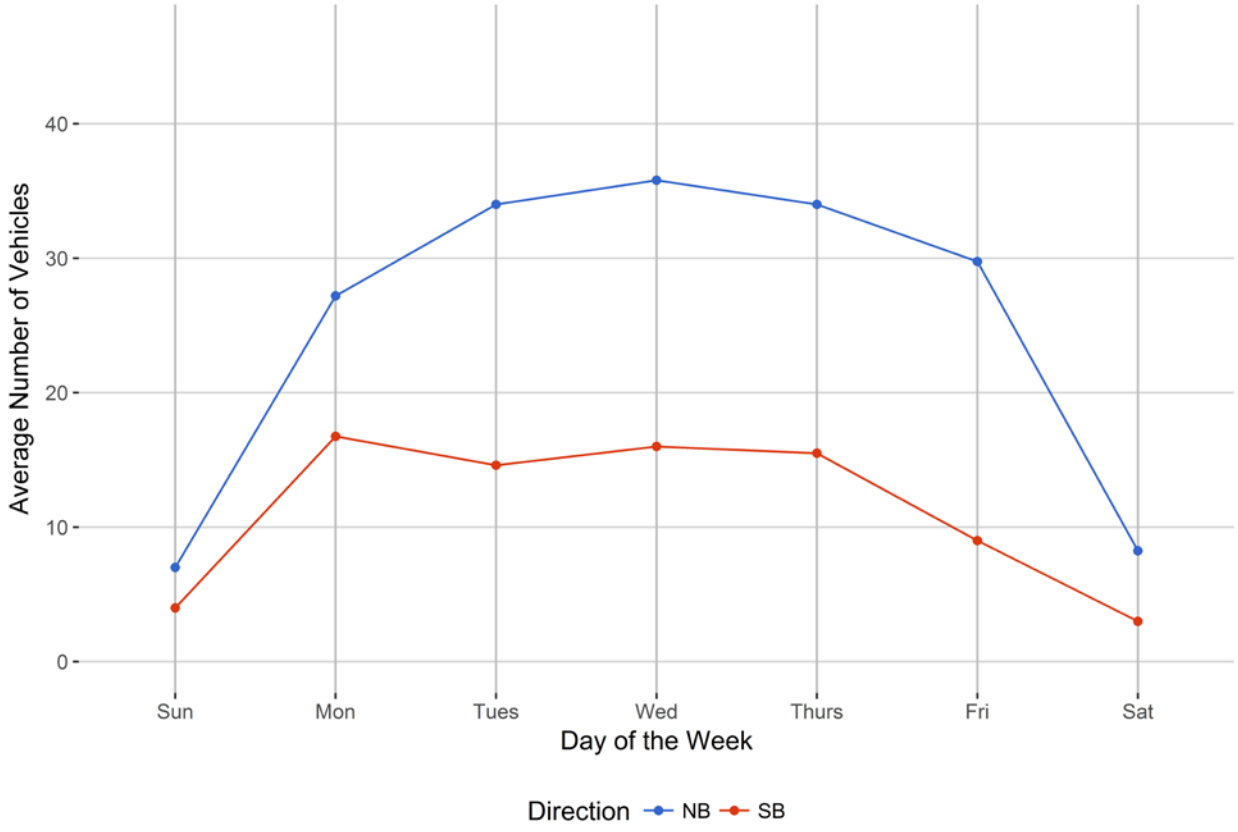


Figure 4 - Passenger Vehicles vs. Hour of the Day

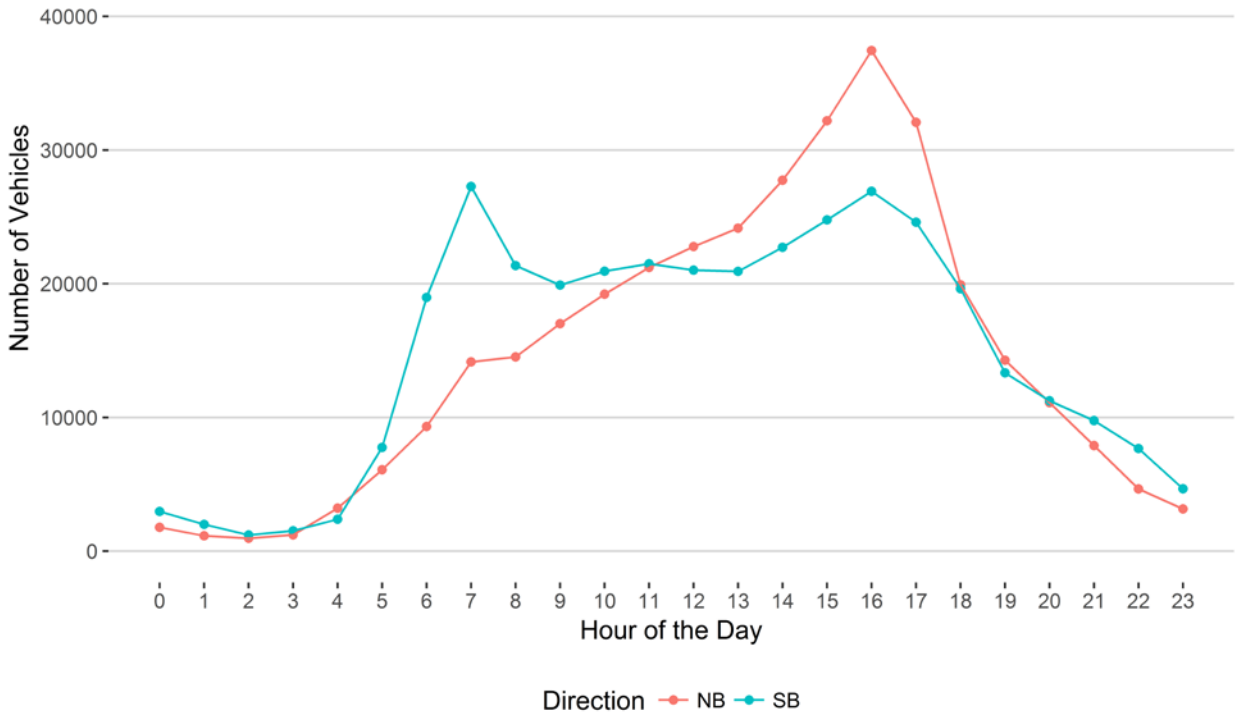


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

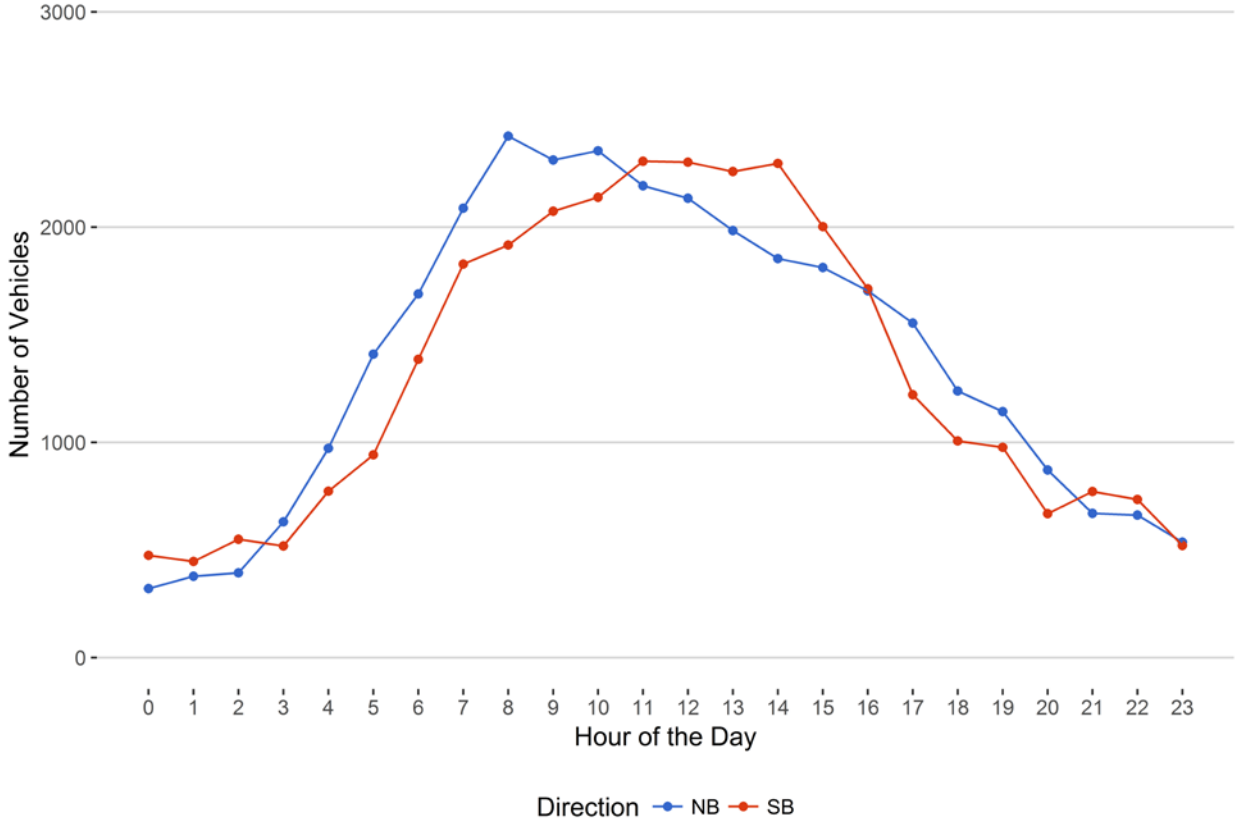


Figure 6 - Overweight Vehicles by Class
vs. Hour of the Day

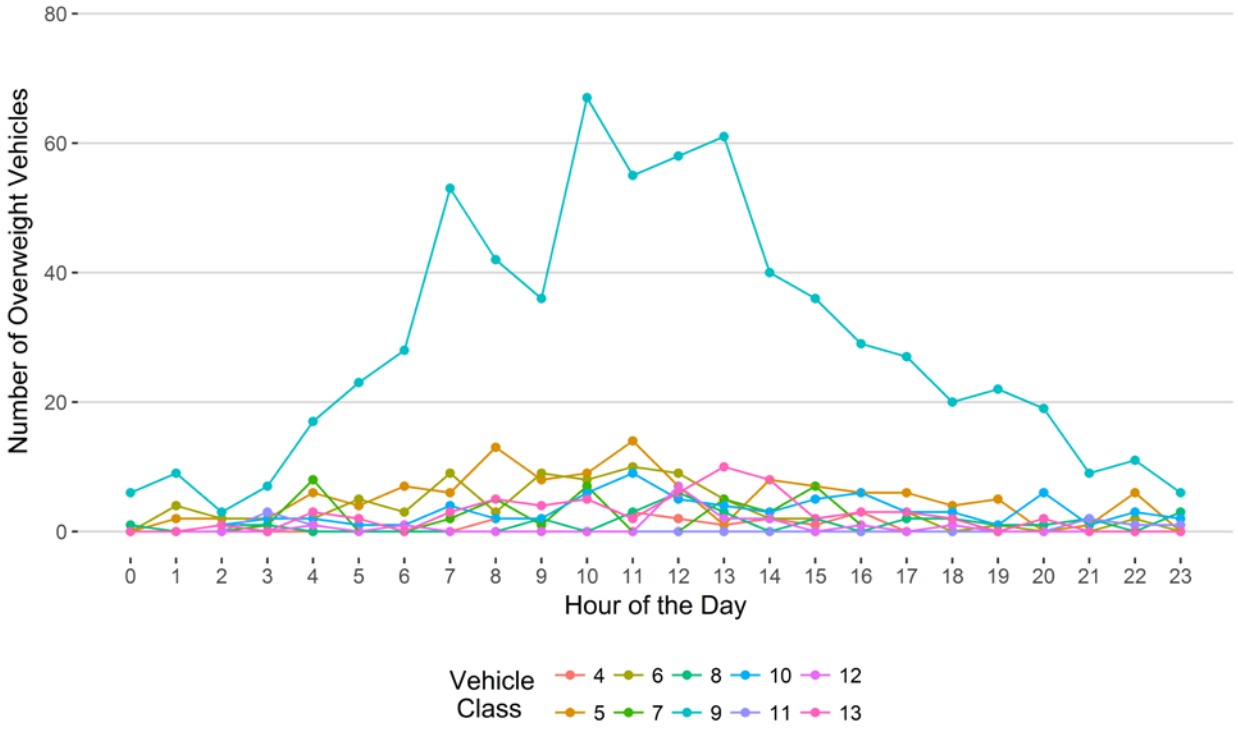


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

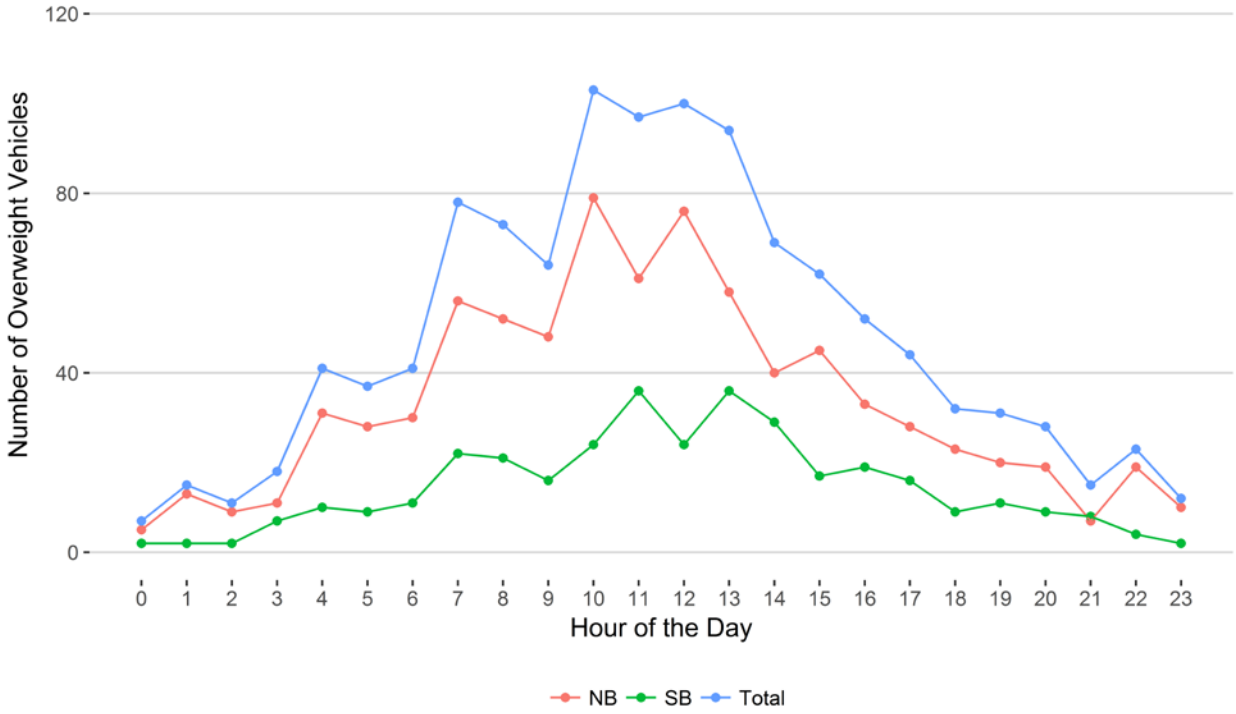
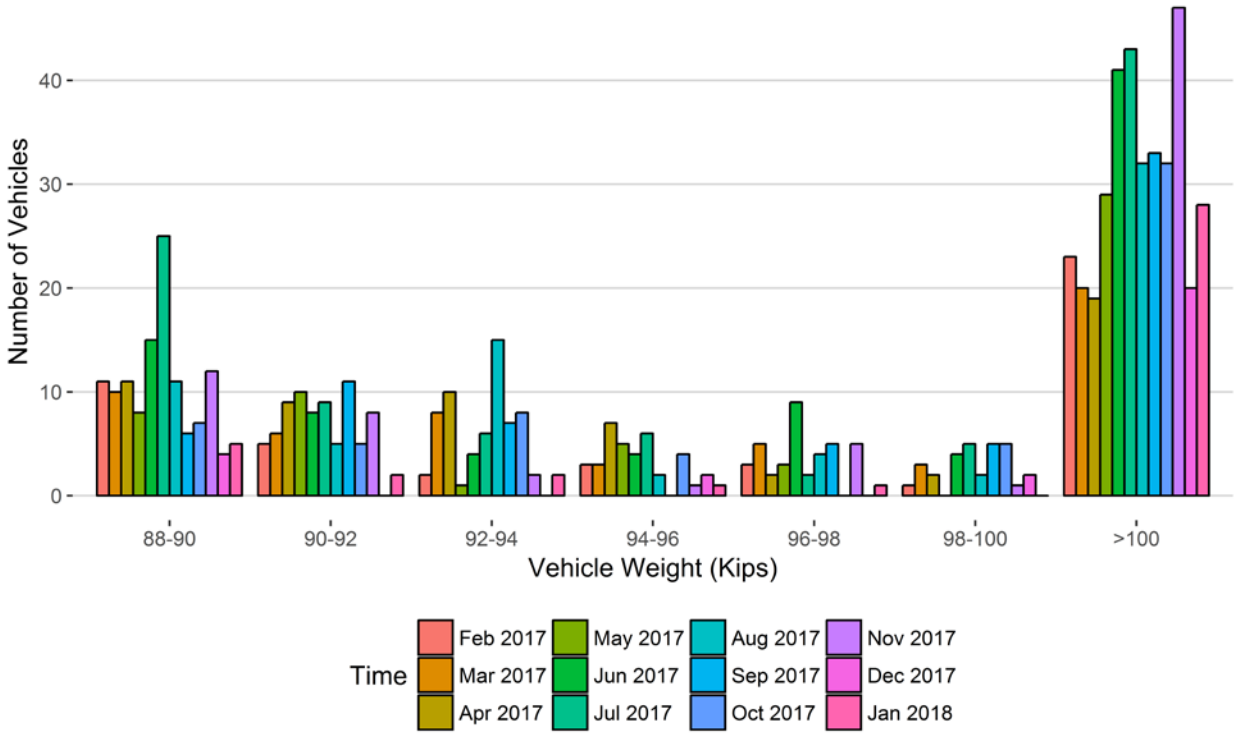
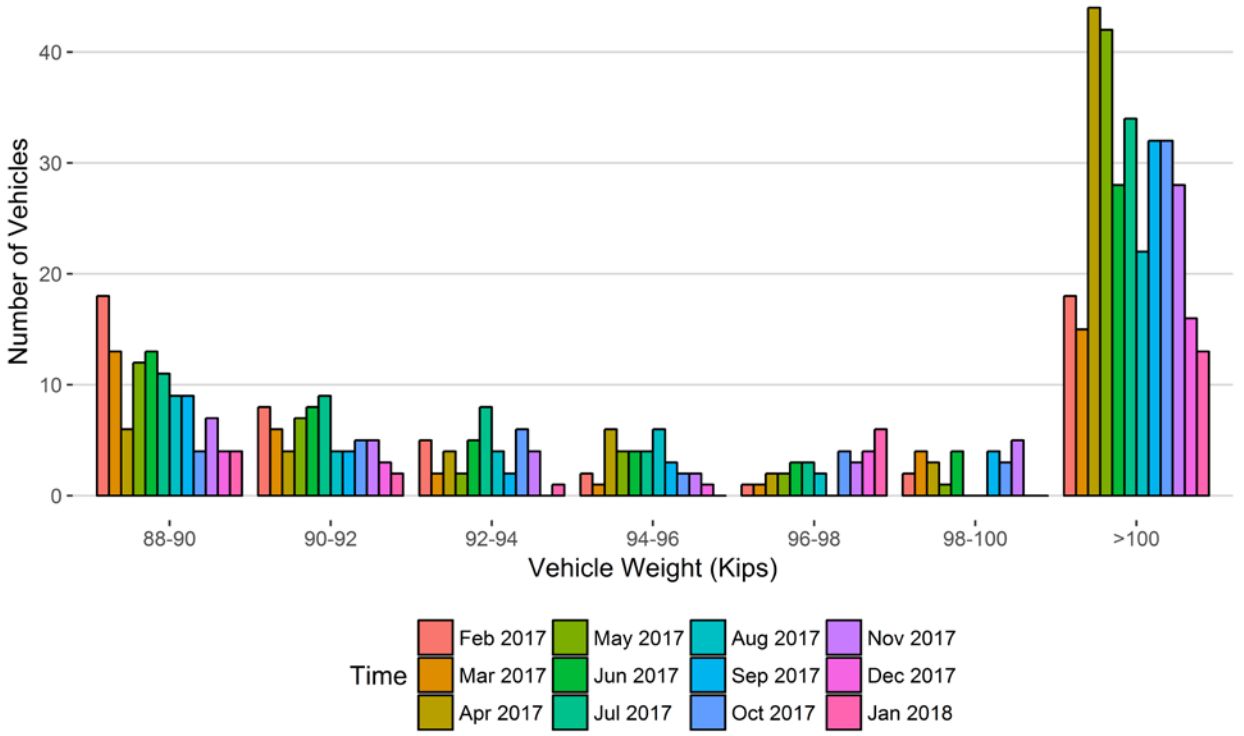


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	*Feb 2017*	*Mar 2017*	*Apr 2017*	*May 2017*	*Jun 2017*	*Jul 2017*	*Aug 2017*	*Sep 2017*	*Oct 2017*	*Nov 2017*	*Dec 2017*	*Jan 2018*
88-90	11	10	11	8	15	25	11	6	7	12	4	5
90-92	5	6	9	10	8	9	5	11	5	8	0	2
92-94	2	8	10	1	4	6	15	7	8	2	0	2
94-96	3	3	7	5	4	6	2	0	4	1	2	1
96-98	3	5	2	3	9	2	4	5	0	5	0	1
98-100	1	3	2	0	4	5	2	5	5	1	2	0
>100	23	20	19	29	41	43	32	33	32	47	20	28
Total	48	55	60	56	85	96	71	67	61	76	28	39

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



Vehicle Weights (Kips)	*Feb 2017*	*Mar 2017*	*Apr 2017*	*May 2017*	*Jun 2017*	*Jul 2017*	*Aug 2017*	*Sep 2017*	*Oct 2017*	*Nov 2017*	*Dec 2017*	*Jan 2018*
88-90	18	13	6	12	13	11	9	9	4	7	4	4
90-92	8	6	4	7	8	9	4	4	5	5	3	2
92-94	5	2	4	2	5	8	4	2	6	4	0	1
94-96	2	1	6	4	4	4	6	3	2	2	1	0
96-98	1	1	2	2	3	3	2	0	4	3	4	6
98-100	2	4	3	1	4	0	0	4	3	5	0	0
>100	18	15	44	42	28	34	22	32	32	28	16	13
Total	54	42	69	70	65	69	47	54	56	54	28	26

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

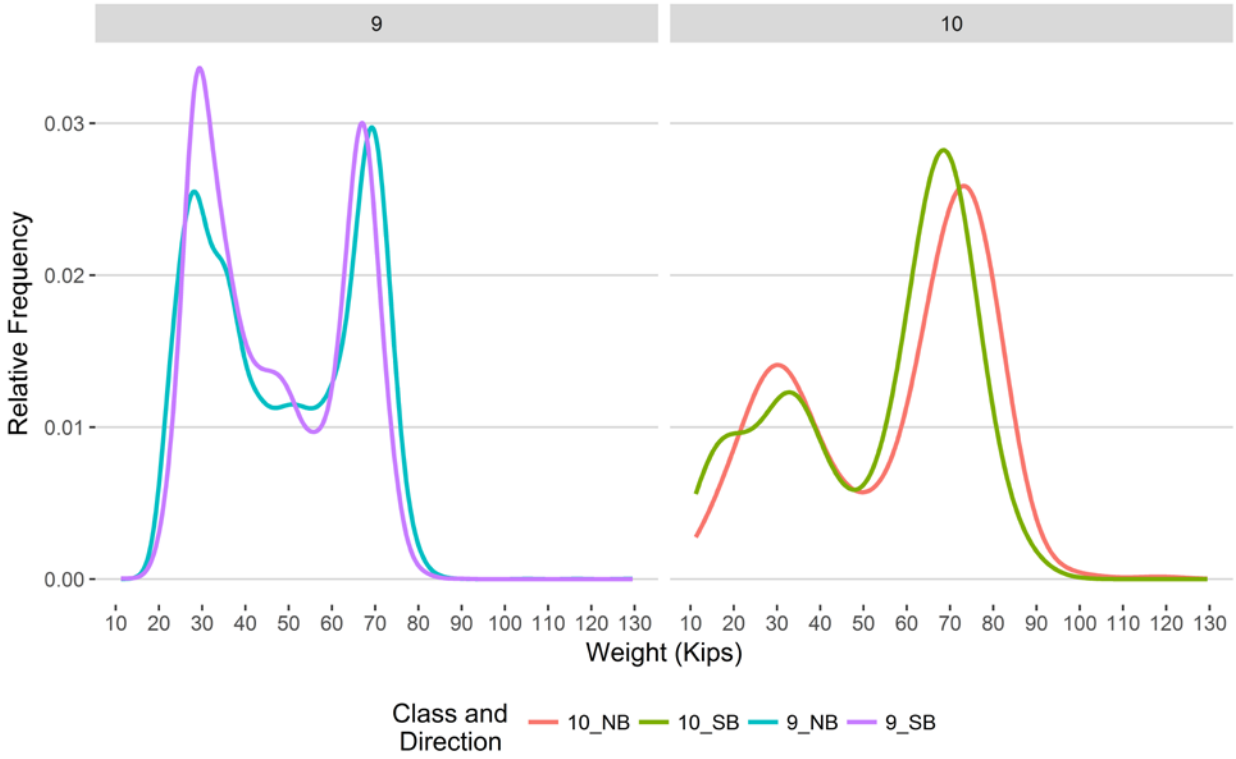


Figure 9 - Freight Percentage by Direction and Class

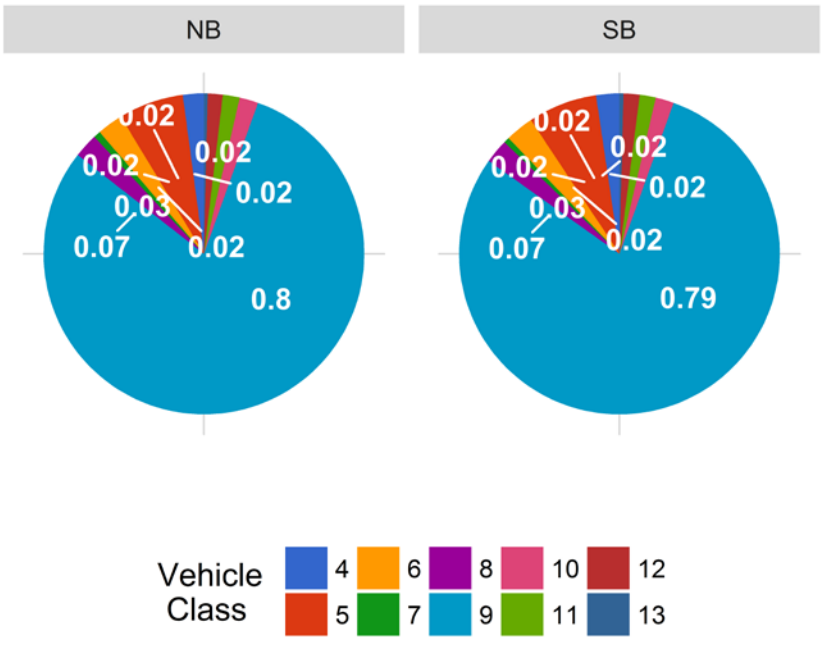


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

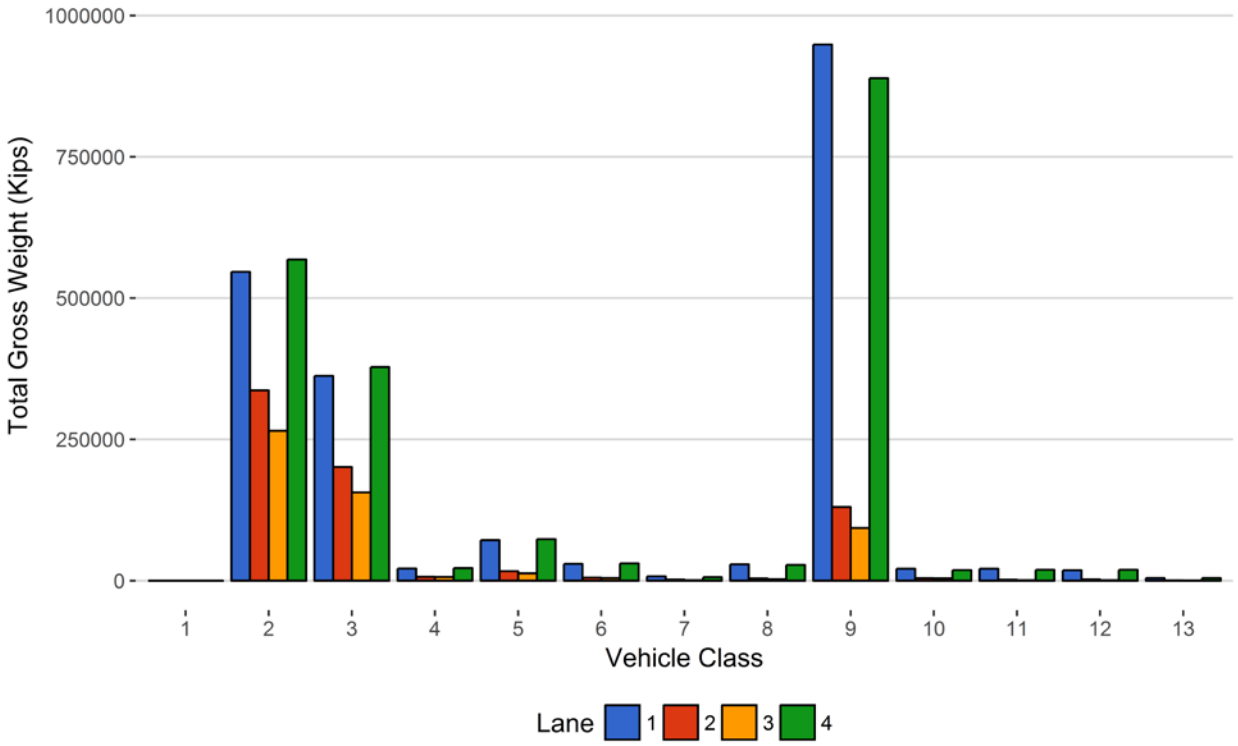


Figure 11 - Total Gross Vehicle Weight I

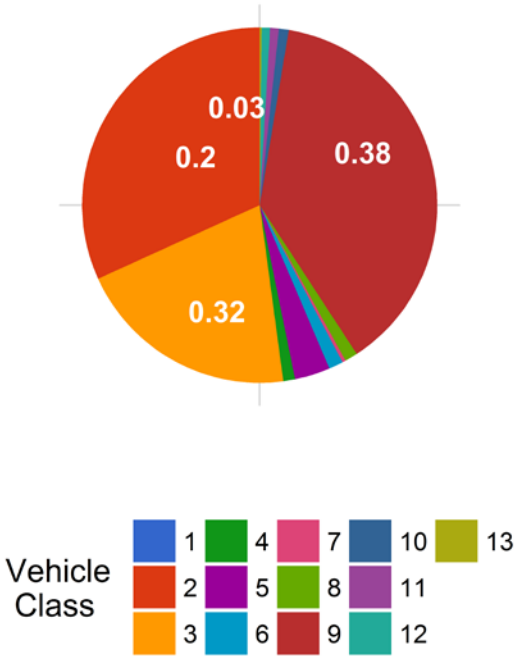


Figure 12 - Total ESALs by Class and Lane

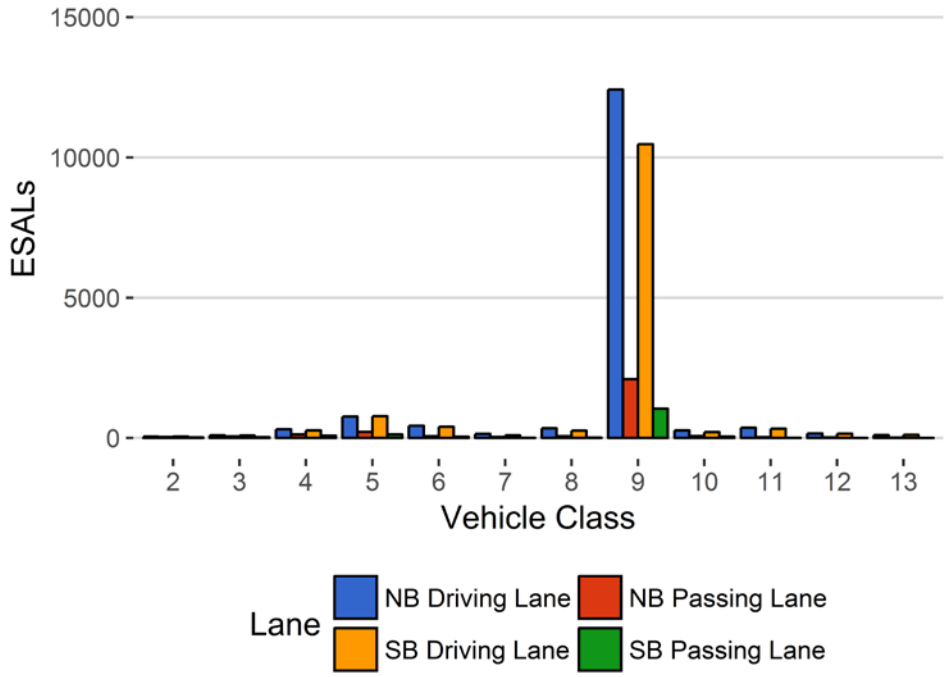


Figure 13 - ESALs by Class

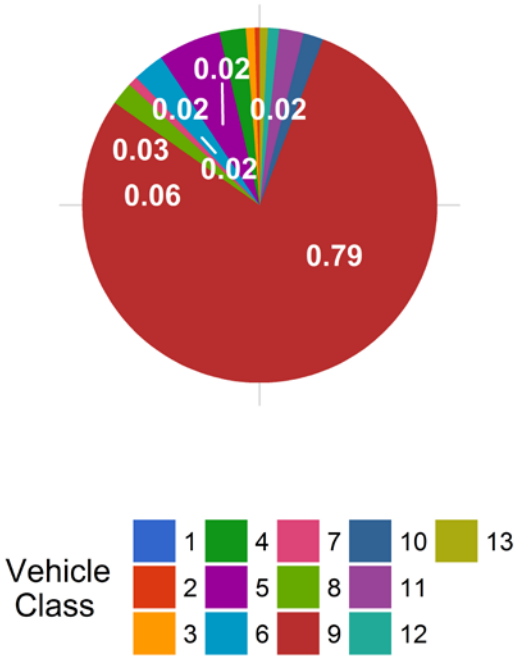


Table 1 Class 9 Front Axle Weight by Lane

Month	*Lane 1 (Kips)*	*Front Axle +/- 9%*	*Lane 2 (Kips)*	*Front Axle +/- 9%*	*Lane 3 (Kips)*	*Front Axle +/- 9%*	*Lane 4 (kips)*	*Front Axle +/- 9%*
June 2015	NA	NA	11.20	0.00	11.34	0.00	NA	NA
July 2015	NA	NA	11.23	0.30	11.35	0.02	NA	NA
October 2015	NA	NA	10.93	-2.33	10.87	-4.19	NA	NA
November 2015	NA	NA	10.94	-2.29	10.69	-5.77	NA	NA
January 2016	10.55	0.00	10.73	-4.17	10.10	-10.94	NA	NA
February 2016	10.50	-0.47	10.72	-4.22	10.29	-9.33	NA	NA
March 2016	10.53	-0.14	10.74	-4.11	10.68	-5.82	NA	NA
April 2016	10.62	0.67	10.89	-2.75	10.75	-5.26	NA	NA
May 2016	10.68	1.24	10.96	-2.10	10.97	-3.27	NA	NA
June 2016	10.74	1.86	11.16	-0.34	11.14	-1.78	NA	NA
July 2016	10.75	1.92	11.18	-0.10	11.16	-1.59	NA	NA
September 2016	10.57	0.21	11.03	-1.49	10.84	-4.47	NA	NA
October 2016	10.49	-0.52	10.86	-3.01	10.54	-7.07	NA	NA
November 2016	10.47	-0.71	10.80	-3.51	10.50	-7.44	NA	NA
January 2017	10.28	-2.51	10.59	-5.39	9.94	-12.34	NA	NA
February 2017	10.23	-2.99	10.69	-4.53	10.18	-10.26	NA	NA
March 2017	10.31	-2.25	10.72	-4.26	10.32	-9.07	NA	NA
April 2017	10.37	-1.68	10.76	-3.92	10.47	-7.71	NA	NA
May 2017	10.47	-0.72	10.95	-2.16	10.70	-5.67	NA	NA
June 2017	10.57	0.24	11.16	-0.34	10.86	-4.30	10.78	0.00
July 2017	10.62	0.68	11.22	0.24	10.89	-4.00	10.82	0.42
August 2017	10.51	-0.35	11.11	-0.73	10.71	-5.58	10.69	-0.78
September 2017	10.41	-1.25	11.06	-1.23	10.58	-6.78	10.60	-1.70
October 2017	10.31	-2.19	10.90	-2.63	10.27	-9.46	10.44	-3.15
November 2017	10.29	-2.46	10.89	-2.77	10.02	-11.64	10.41	-3.43
December 2017	9.91	-6.02	10.60	-5.33	9.62	-15.19	10.04	-6.89

January 2018	9.98	-5.37	10.56	-5.67	9.48	-16.42	9.93	-7.89

Table 2 Vehicle Classification Data

Vehicle Class	*Monthly Average Daily Volume*	*Monthly Total Volume*	*Monthly Total Volume Percentage*	*Monthly Total Overweight Vehicles*	*Monthly Total Overweight Percentage*
1	0	1	0	0	0
2	16130	500039	64.3	0	0
3	6812	211178	27.2	0	0
4	61	1893	0.2	16	1.4
5	414	12821	1.6	124	10.9
6	86	2665	0.3	84	7.4
7	9	285	0	40	3.5
8	72	2245	0.3	30	2.6
9	1399	43362	5.6	684	60.3
10	29	886	0.1	72	6.3
11	28	854	0.1	9	0.8
12	25	789	0.1	15	1.3
13	4	116	0	61	5.4
TOTAL	**25069**	**777133**	**100**	**1135**	**100**

Table 3 Top 10 Gross Vehicle Weight, Class 9 and 10

Date	*Day of Week*	*Time*	*Vehicle Class*	*Direction*	*Lane*	*GVW (lbs)*
2018-01-09	Tuesday	04:14:24	9	NB	1	129.53
2018-01-16	Tuesday	05:14:21	9	NB	1	127.62
2018-01-23	Tuesday	14:06:25	10	NB	2	118.37
2018-01-30	Tuesday	03:30:31	9	NB	1	116.81
2018-01-23	Tuesday	04:20:07	9	NB	1	116.52
2018-01-26	Friday	04:36:29	9	NB	1	105.67
2018-01-12	Friday	05:43:20	9	NB	1	104.69
2018-01-24	Wednesday	12:22:02	10	NB	1	101.2
2018-01-18	Thursday	10:11:01	9	NB	2	100.63
2018-01-08	Monday	13:57:34	10	NB	2	95.87

Table 4 Freight Summary

Vehicle Class	*Direction*	*Weight of Empty Vehicle (Kips)*	*Total Number of Vehicles*	*Number of Empty Vehicles*	*Percentage of Empty Vehicles*	*Total Weight of Vehicles with Freight (Kips)*	*Total Weight of Empty Vehicles (Kips)*	*Total Weight of Freight (Tons)*
4	NB	15	884	77	8.7	27544	962	7720
5	NB	8	6401	1119	17.5	80391	7944	19067
6	NB	19	1311	391	29.8	28768	6286	5644
7	NB	11.5	155	0	0	9570	0	3894
8	NB	31	1149	759	66.1	14950	17922	1430
9	NB	33	22078	5956	27	917021	161885	192497
10	NB	33.5	450	107	23.8	22766	2715	5638
11	NB	36.5	452	56	12.4	21005	1822	3275
12	NB	36.5	395	69	17.5	18149	2284	3125
13	NB	31.5	57	0	0	5024	0	1614
TOTAL	****	****	**33332**	**8534**	****	**1145187**	****	**243904**
Vehicle Class	Direction	Weight of Empty Vehicle (Kips)	Total Number of Vehicles	Number of Empty Vehicles	Percentage of Empty Vehicles	Total Weight of Vehicles with Freight (Kips)	Total Weight of Empty Vehicles (Kips)	Total Weight of Freight (Tons)
4	SB	15	987	129	13.1	27432	1568	7281
5	SB	8	6273	1351	21.5	76818	9346	18721
6	SB	19	1324	364	27.5	29685	5742	5723
7	SB	11.5	127	0	0	7046	0	2793
8	SB	31	1070	712	66.5	13402	16723	1152
9	SB	33	20788	6023	29	811944	170269	162349
10	SB	33.5	426	103	24.2	20374	2354	4777
11	SB	36.5	392	41	10.5	18763	1321	2976
12	SB	36.5	385	28	7.3	19131	942	3050
13	SB	31.5	58	0	0	4989	0	1581
TOTAL	****	****	**31830**	**8751**	****	**1029583**	****	**210402**
GRAND TOTAL	****	****	**65162**	**17285**	**402**	**2174771**	**410086**	**454307**

Table 5 Gross Vehicle Weight by Class and Lane

Vehicle Class	*NB Driving Lane*	*NB Passing Lane*	*SB Passing Lane*	*SB Driving Lane*	*Total*	*Percentage*
1	0	0	0	0	0	0
2	546345	336744	265256	568353	1716698	31.8
3	362288	201088	156250	378145	1097770	20.3
4	21526	6980	6652	22348	57506	1.1
5	71591	16744	12880	73284	174498	3.2
6	29717	5337	4723	30705	70481	1.3
7	7788	1782	885	6161	16616	0.3
8	29007	3866	2427	27698	62997	1.2
9	948706	130199	93204	889009	2061118	38.2
10	21126	4354	4125	18604	48209	0.9
11	21274	1553	727	19357	42911	0.8
12	18385	2049	781	19293	40507	0.8
13	4613	411	311	4678	10013	0.2
TOTAL	**2082365**	**711108**	**548220**	**2057632**	**5399325**	**100**
GVW/LANE	**38.57**	**13.17**	**10.15**	**38.11**	**100**	**0**

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

Vehicle Class	*NB Driving Lane*	*NB Passing Lane*	*SB Passing Lane*	*SB Driving Lane*	*Total*	*Percentage*	*Flexible ESAL Factor*
1	0	0	0	0	0	0	0.5
2	48	33	19	47	148	0.45	6e-04
3	97	54	30	89	269	0.82	0.0026
4	314	123	84	270	790	2.4	0.85
5	764	212	129	778	1882	5.71	0.3
6	436	64	43	401	945	2.87	0.72
7	146	36	11	99	293	0.89	2.05
8	346	63	16	261	686	2.08	0.62
9	12420	2096	1042	10476	26034	78.98	1.22
10	271	70	48	211	600	1.82	1.37
11	367	30	8	330	735	2.23	1.74
12	162	24	5	150	342	1.04	0.88
13	108	18	4	110	239	0.73	3.85
TOTAL	**15479**	**2825**	**1438**	**13221**	**32963**	**100**	**14**
ESALS/LANE	**47**	**8.6**	**4.4**	**40.1**	**100**	**--**	**--**

Table 7 Site Summary: Volume and Vehicle Class

Month	*Total Volume*	*Monthly ADT*	*Monthly HCADT*	*Passenger Vehicles*	*Passenger Vehicles %*	*Heavy Commercial Vehicles*	*Heavy Commercial Vehicles %*	*Heavy Commercial Vehicles in Driving Lane %*	*Heavy Commercial Vehicles in Passing Lane %*
Feb 2017	756018	27001	2205	694289	91.8	61728.7	8.2	89.3	10.7
Mar 2017	904124	29165	2321	832184	92	71940.1	8	89.5	10.5
Apr 2017	916040	30535	2307	846831	92.4	69209.2	7.6	89	11
May 2017	934127	30133	2628	852671	91.3	81455.6	8.7	88.8	11.2
Jun 2017	974808	32494	2737	892683	91.6	82125	8.4	88.2	11.8
Jul 2017	975969	31483	2421	900904	92.3	75065.2	7.7	87.4	12.6
Aug 2017	1009074	32551	2616	927992	92	81081.8	8	88.3	11.7
Sep 2017	941075	31369	2573	863885	91.8	77190.3	8.2	89.1	10.9
Oct 2017	953108	30745	2606	872337	91.5	80770.9	8.5	89.1	10.9
Nov 2017	900902	30030	2391	829176	92	71725.8	8	89.1	10.9
Dec 2017	869439	28046	2065	805426	92.6	64013	7.4	88.2	11.8
Jan 2018	777133	25069	2126	711218	91.5	65915.4	8.5	87.3	12.7
TOTAL	**10911817**	**--**	**--**	**10029596**	**--**	**882221**	**--**	**--**	**--**
AVERAGE	**909318**	**29885**	**2416**	**835800**	**92**	**73518**	**8**	**89**	**11**

ESALs

Month	*ESALS NB Passing Lane*	*ESALS NB Driving Lane*	*ESALS SB Driving Lane*	*ESALS SB Passing Lane*	*Total ESALS*	*Driving Lane ESALS %*	*Passing Lane ESALS %*	*Pavement Life Decrease Months*
Feb 2017	16616	2248	1482	17365	37711	90	10	0.7
Mar 2017	20293	2590	1646	20823	45352	91	9	0.4
Apr 2017	19859	2559	1781	19840	44039	90	10	1
May 2017	24141	2918	2268	22434	51761	90	10	0.8
Jun 2017	25253	3633	2484	23058	54429	89	11	0.7
Jul 2017	22257	3831	2252	20033	48372	87	13	1.7
Aug 2017	23865	3536	2284	20897	50582	88	12	1.2
Sep 2017	20809	3103	2028	20608	46548	89	11	0.9
Oct 2017	22079	3110	1788	19884	46861	90	10	1.6
Nov 2017	19599	2736	1498	16531	40364	90	10	1.1
Dec 2017	14090	2504	1185	12527	30306	88	12	0.7
Jan 2018	15526	2839	1441	13237	33043	87	13	1.2
TOTAL	**244388**	**35608**	**22137**	**227236**	**529368**	**--**	**--**	**--**
AVERAGE	**20366**	**2967**	**1845**	**18936**	**44114**	**89**	**11**	**1**

Gross Vehicle Weight

Month	*GVW NB Passing Lane*	*GVW NB Driving Lane*	*GVW SB Passing Lane*	*GVW SB Driving Lane*	*Total GVW Kips*
Feb 2017	2084390	711458	548906	2059562	5404317
Mar 2017	2054433	668304	541065	2123246	5387048
Apr 2017	2447840	804826	662658	2503428	6418751
May 2017	2407097	840261	690672	2460459	6398489
Jun 2017	2583485	897754	768576	2719715	6969531
Jul 2017	2729883	967066	837227	2772666	7306842
Aug 2017	2582553	971563	803393	2647878	7005386
Sep 2017	2736287	998847	829406	2723748	7288288
Oct 2017	2534621	897107	740675	2614255	6786658
Nov 2017	2637284	907307	731619	2602728	6878938
Dec 2017	2414147	828796	668537	2357091	6268571
Jan 2018	2153551	784938	597727	2126715	5662931
TOTAL	**29365570**	**10278227**	**8420460**	**29711492**	**77775750**
AVERAGE	**2447131**	**856519**	**701705**	**2475958**	**6481312**

Overweight Vehicles

Month	*Total Number of Overweight Vehicles*	*Overweight / Total Volume*	*Overweight / Heavy Commercial Volume*	*Number Over 88,000 lbs*	*Number Over 98,000 lbs*
Feb 2017	1937	0.3	3.2	103	44
Mar 2017	2373	0.3	3.3	98	42
Apr 2017	2618	0.3	3.8	129	68
May 2017	3180	0.3	4	130	74
Jun 2017	3859	0.4	4.8	152	78
Jul 2017	3688	0.4	5	168	82
Aug 2017	3022	0.3	3.8	123	58
Sep 2017	2871	0.3	3.8	124	77
Oct 2017	2480	0.3	3.1	117	72
Nov 2017	1977	0.2	2.8	133	81
Dec 2017	868	0.1	1.4	61	38
Jan 2018	1147	0.1	1.8	65	41
TOTAL	**30020**	**--**	**--**	**1403**	**755**
AVERAGE	**2501.7**	**0.3**	**3.4**	**116.9**	**62.9**

Freight

Month	*NB Freight Tons*	*SB Freight Tons*	*Total Freight*	*NB Freight %*	*SB Freight %*
Feb 2017	242213	239301	481514	50.3	49.7
Mar 2017	292389	281816	574205	50.9	49.1
Apr 2017	286481	271137	557617	51.4	48.6
May 2017	341584	324749	666333	51.3	48.7
Jun 2017	356293	327949	684242	52.1	47.9
Jul 2017	325024	283175	608199	53.4	46.6
Aug 2017	340556	296904	637460	53.4	46.6
Sep 2017	301806	300251	602057	50.1	49.9
Oct 2017	327015	290927	617942	52.9	47.1
Nov 2017	288577	242461	531038	54.3	45.7
Dec 2017	226392	195594	421986	53.6	46.4
Jan 2018	243904	210402	454307	53.7	46.3
TOTAL	**3572234**	**3264666**	**6836901**	**--**	**--**
AVERAGE	**297686.2**	**272055.5**	**569741.7**	**52.3**	**47.7**