

JANUARY 2018



**WIM #38
I-535, MP 1.1
DULUTH, MN**

**MONTHLY
REPORT**



Your Destination... Our Priority



WIM Site Location

WIM #38 is located on I-535 near Duluth in St Louis county.

System Operation

WIM #38 was operational for the entire month of January 2018. Volume was computed using all monthly data.

System Calibration

WIM #38 was most recently calibrated on 2017-01-23. 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: 858959 | Passenger Vehicles: 808848 | Heavy Commercial Vehicles: 50111

Monthly Average Daily Traffic (MADT): 27708 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 1616

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 Sundays. SB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays (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 07 AM and 04 PM. Similarly, SB PVs peaked in volume between 03 PM and 05 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 07 AM and 04 PM, while volume going SB peaked between 03 PM and 05 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 15's.

Overweight HCVs

Volume trends. Of a total of 50111 HCVs, 4307 of them were overweight³. These overweight HCVs contributed to 0.5% of total monthly volume, and 9.3% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Thursdays, 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 5 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 53.9% 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 September.

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 ,74 NB vehicles exceeded 88,000 pounds (31 vehicles were Class 9's; 21 vehicles were Class 13's). Of vehicles traveling SB,

130 NB vehicles exceeded 88,000 pounds (78 vehicles were Class 10's; 34 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 fully_loaded Class 9's than empty 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 empty class 10 vehicles.

Freight Totals. A total of 363667 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (53.1%) than SB (46.9%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 9030 (Blatnik Bridge) is approximately 1.1 miles south of WIM #38, and Bridge No. 69808 is 0.45 miles south of WIM #38. A pair of bridges also exists 0.4 miles north of WIM #38 (Bridge No. 69801C on the NB side and Bridge No. 69801N on the SB side). WIM #38 recorded a total of 858959 vehicles with a combined GVW of 5174164 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 34139 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 50.9% of all ESALs were recorded NB while 49.1% was observed SB. In particular, 70% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 24% 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).

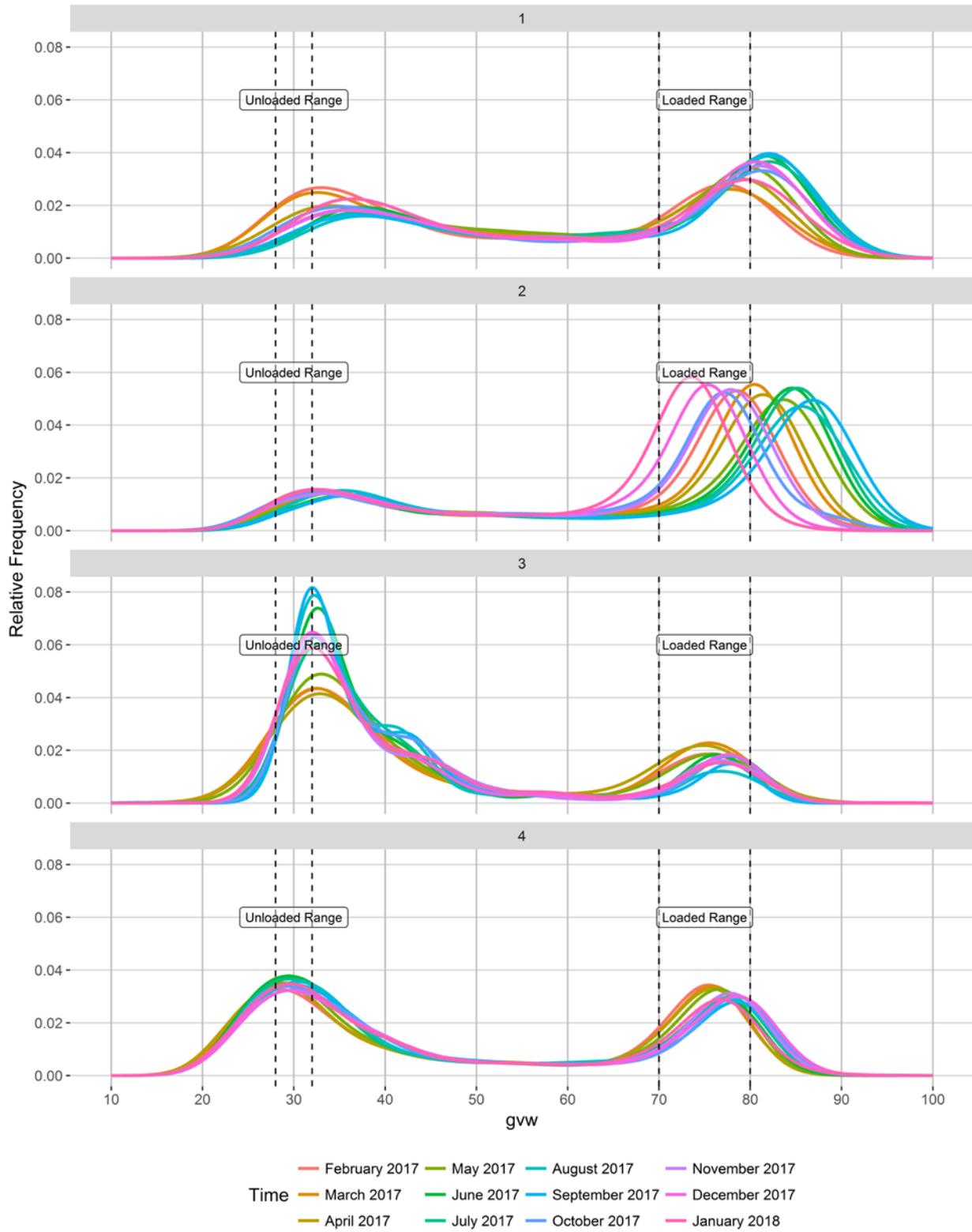
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

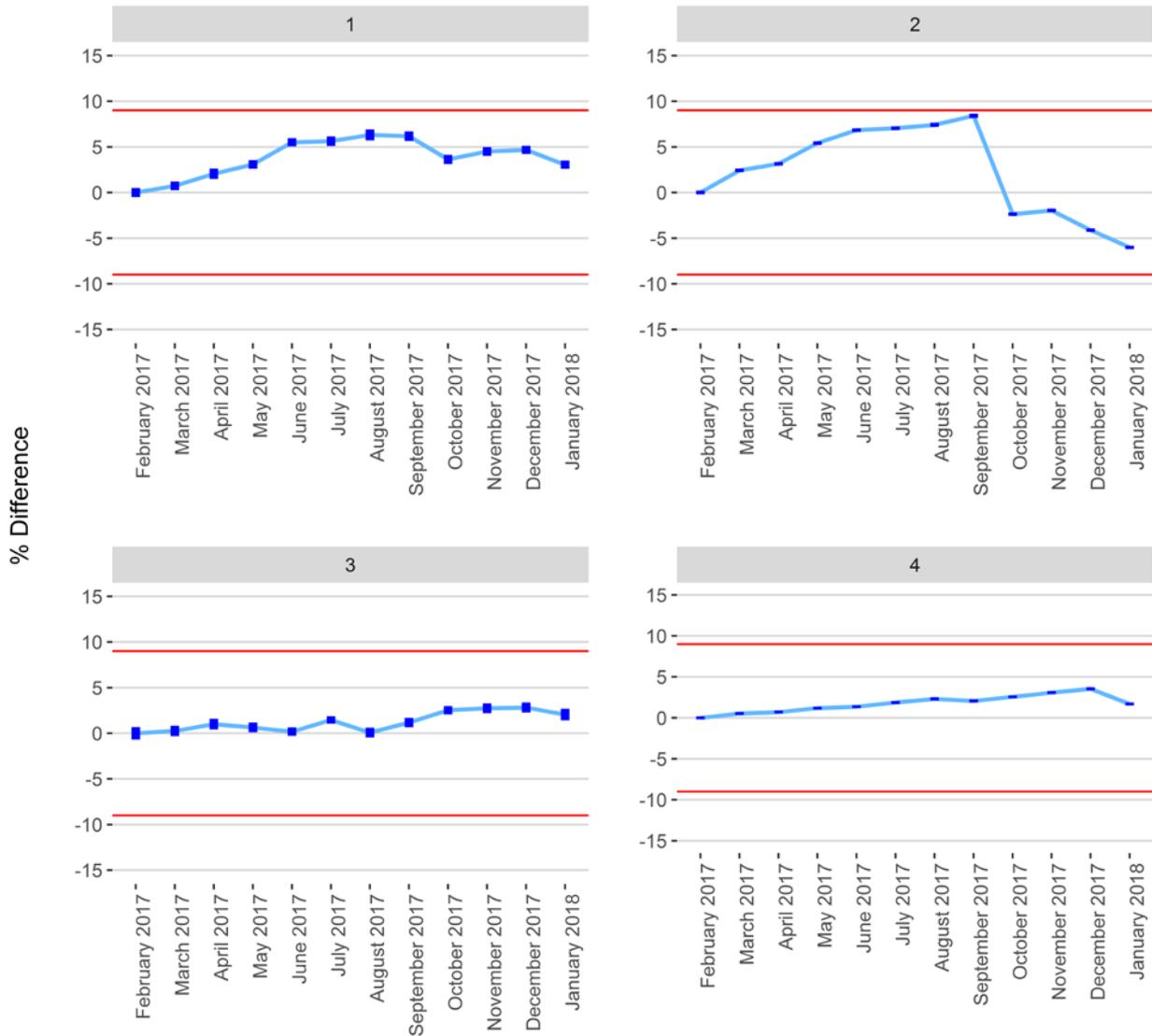
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

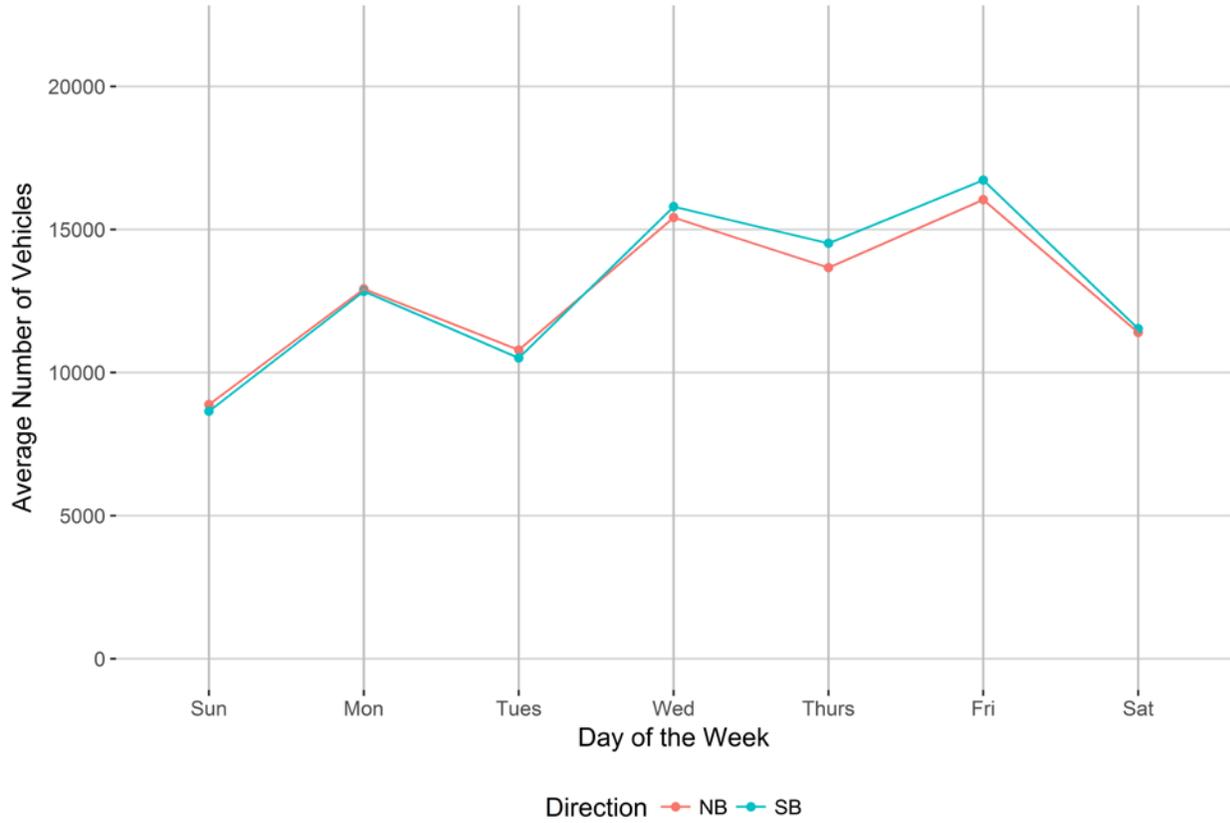


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

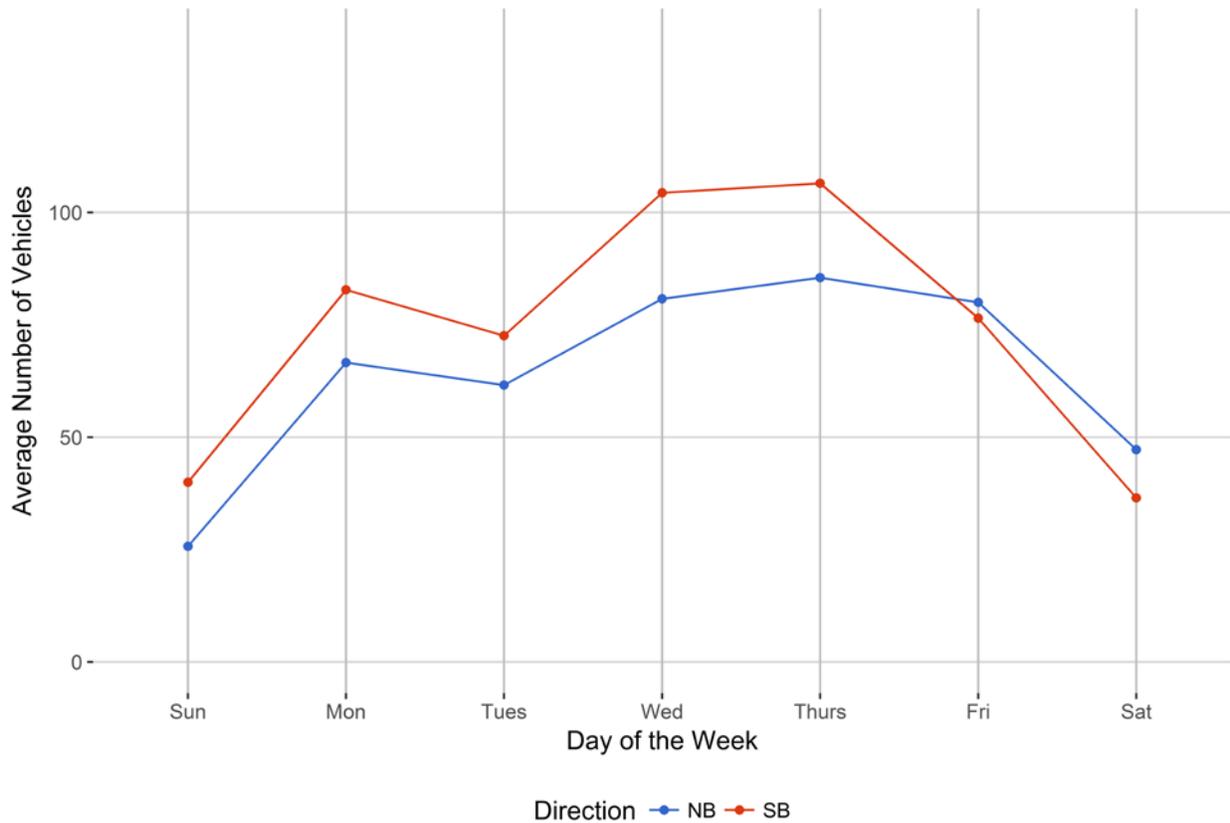


Figure 4 - Passenger Vehicles vs. Hour of the Day

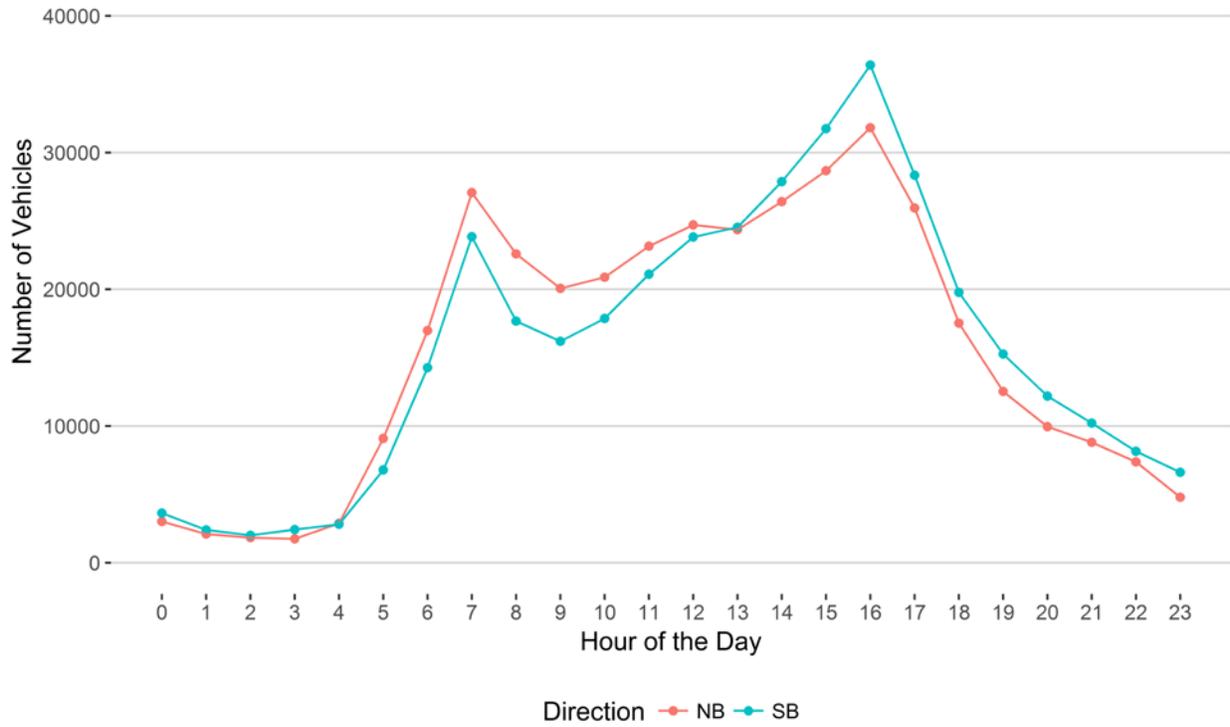


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

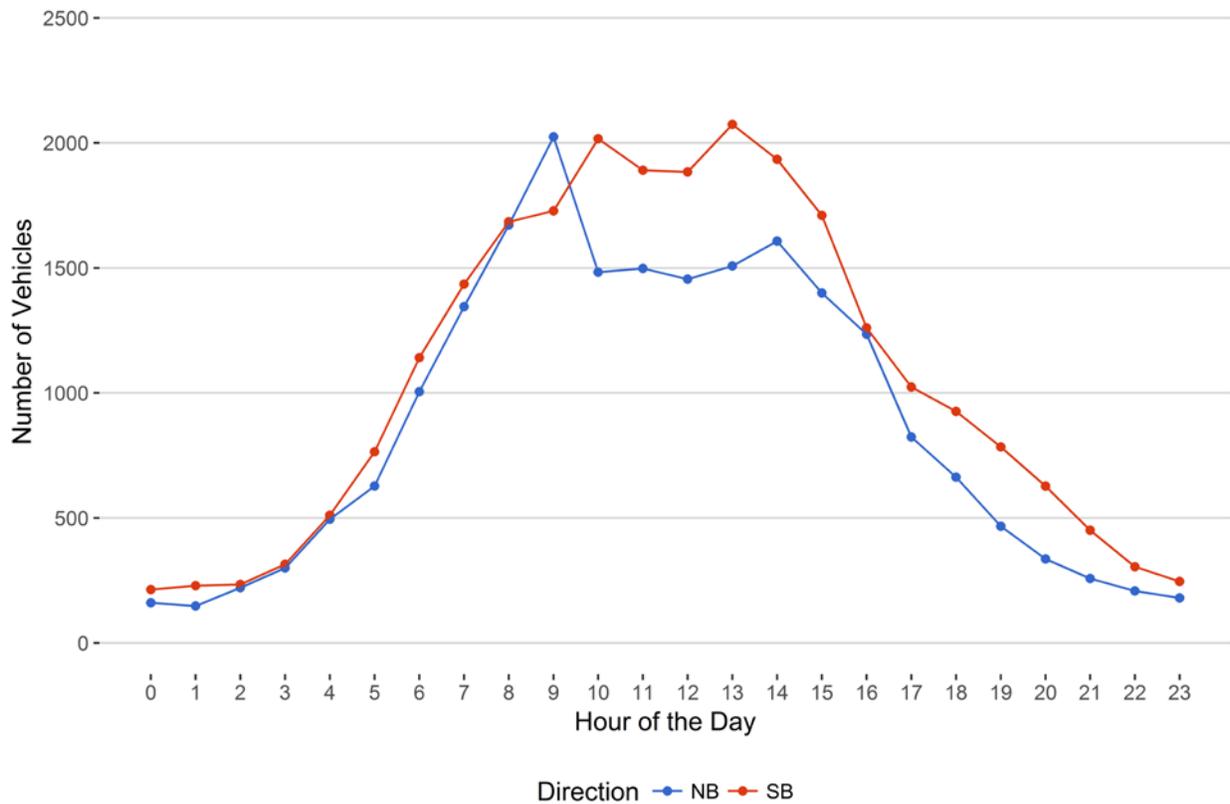


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

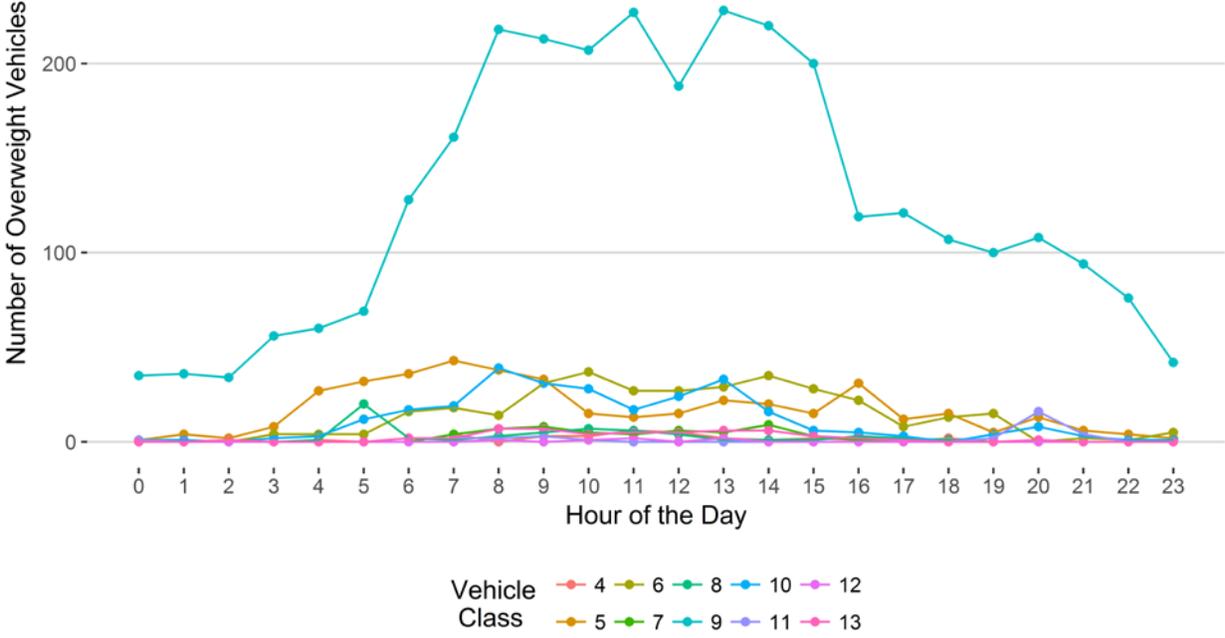


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

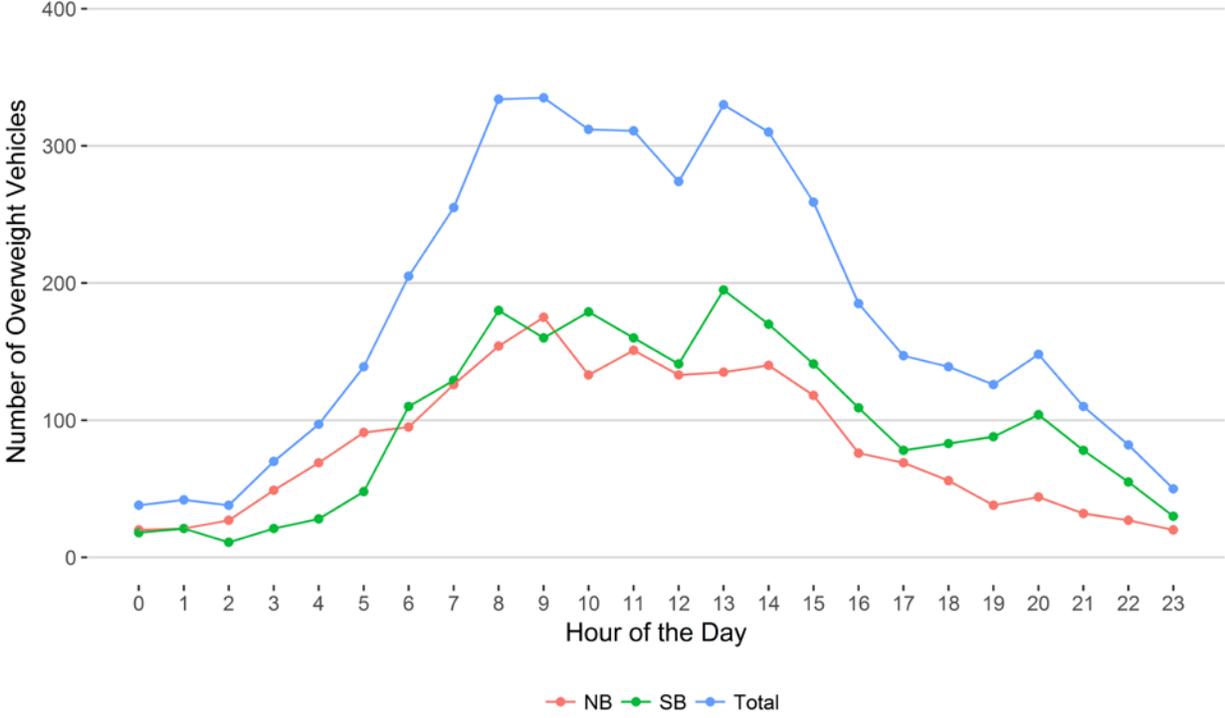
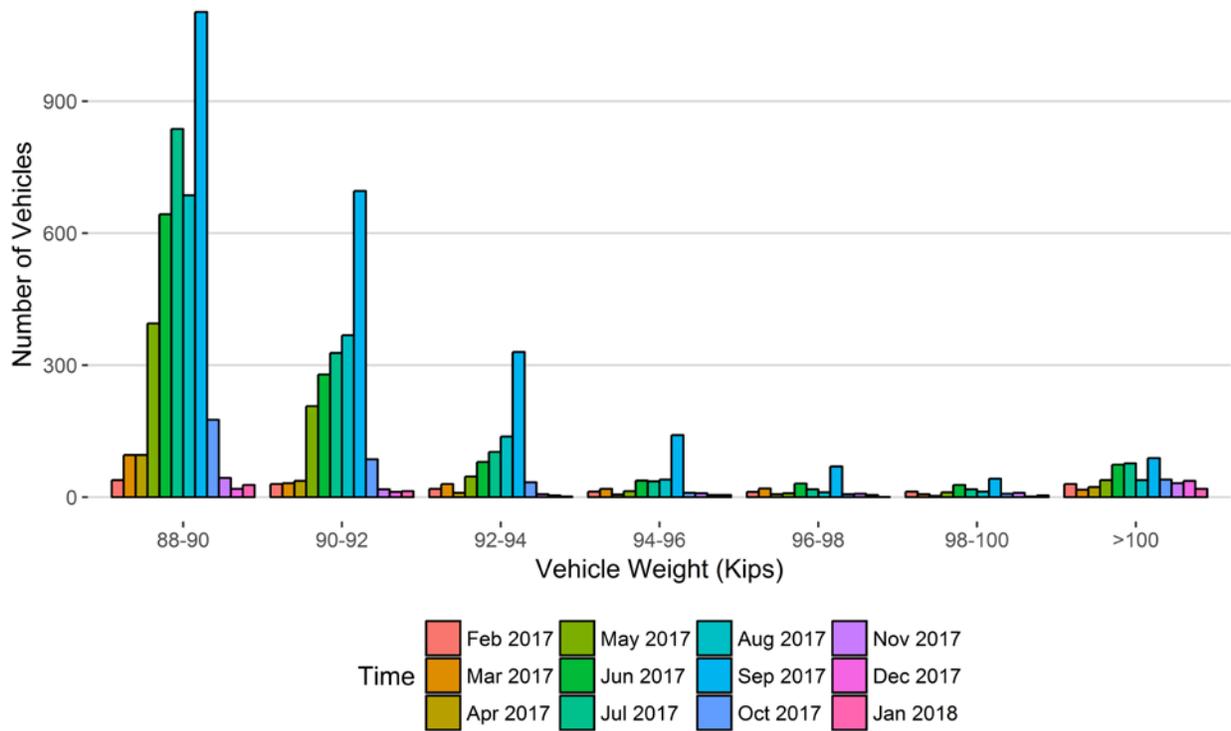
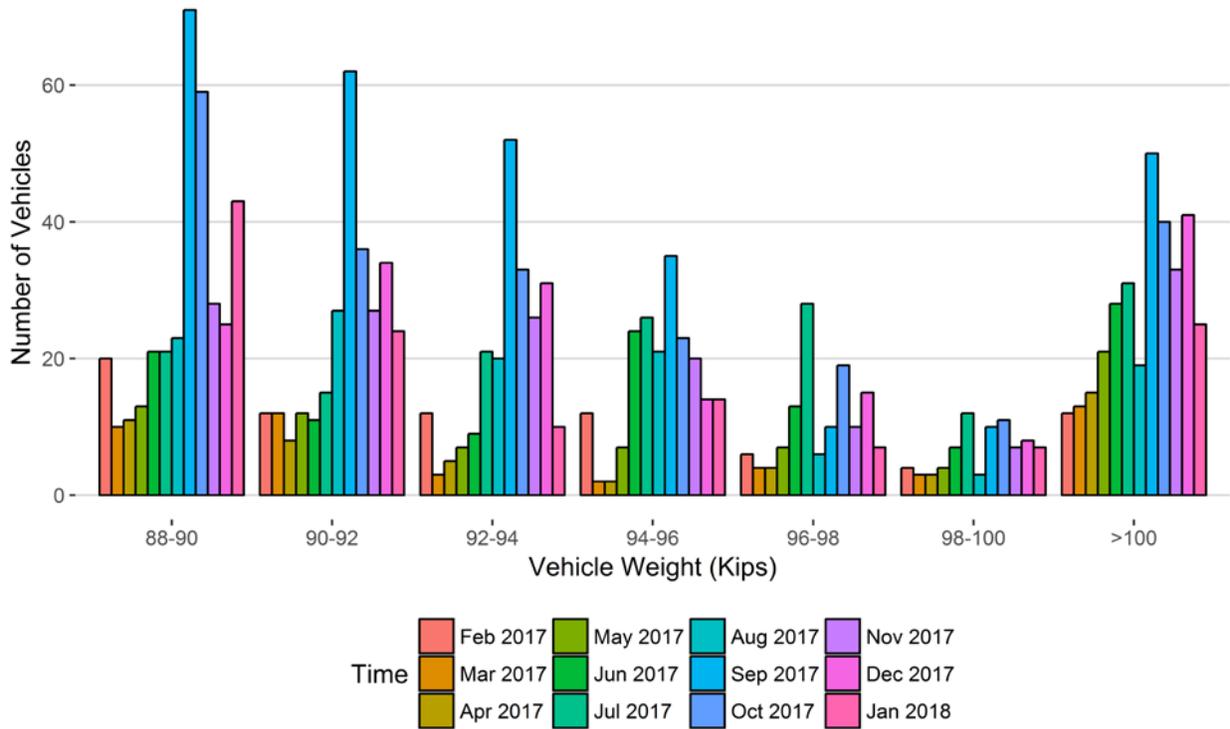


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	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	39	96	96	395	643	837	686	1103	176	44	19	28
90-92	30	32	37	207	279	328	368	696	86	18	12	14
92-94	19	30	10	47	80	103	138	330	34	7	4	2
94-96	13	19	6	14	38	36	40	141	10	9	5	5
96-98	12	20	7	9	31	18	11	70	7	8	5	1
98-100	13	7	3	11	28	18	13	42	8	10	2	4
>100	30	17	23	39	74	77	39	89	40	32	37	19
Total	156	221	182	722	1173	1417	1295	2471	361	128	84	73

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	20	10	11	13	21	21	23	71	59	28	25	43
90-92	12	12	8	12	11	15	27	62	36	27	34	24
92-94	12	3	5	7	9	21	20	52	33	26	31	10
94-96	12	2	2	7	24	26	21	35	23	20	14	14
96-98	6	4	4	7	13	28	6	10	19	10	15	7
98-100	4	3	3	4	7	12	3	10	11	7	8	7
>100	12	13	15	21	28	31	19	50	40	33	41	25
Total	78	47	48	71	113	154	119	290	221	151	168	130

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

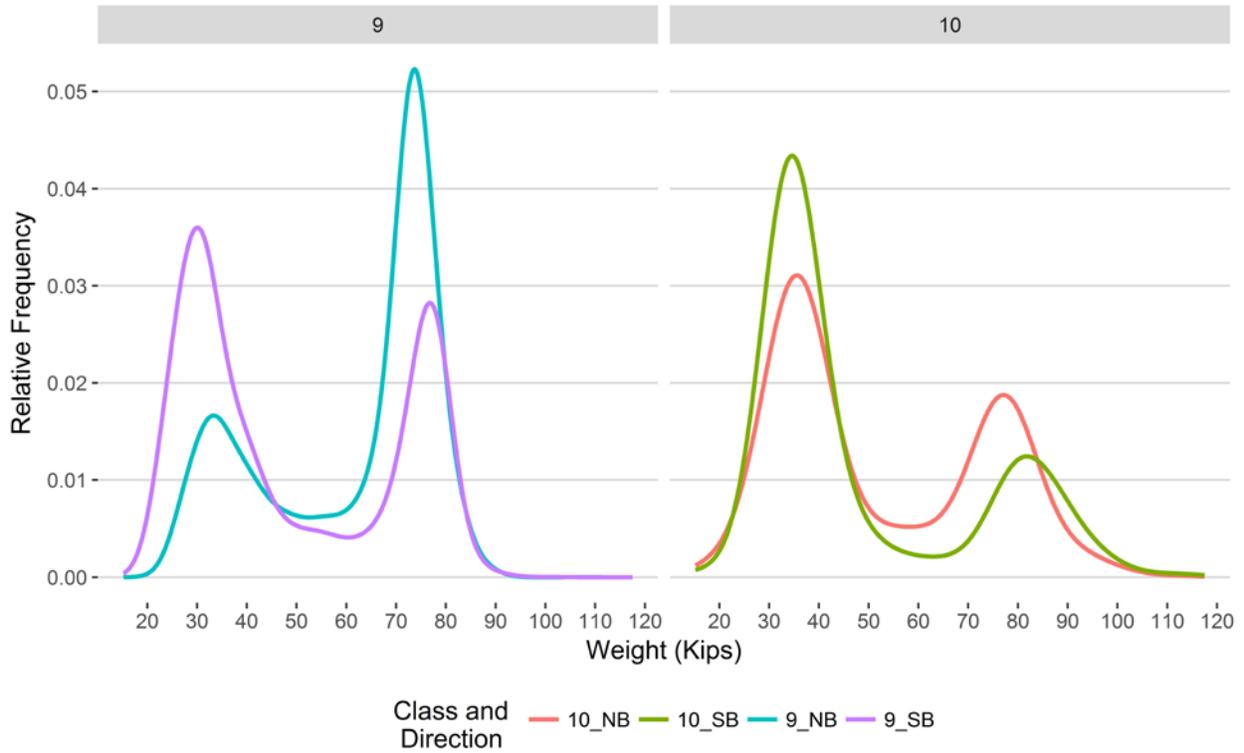


Figure 9 - Freight Percentage by Direction and Class

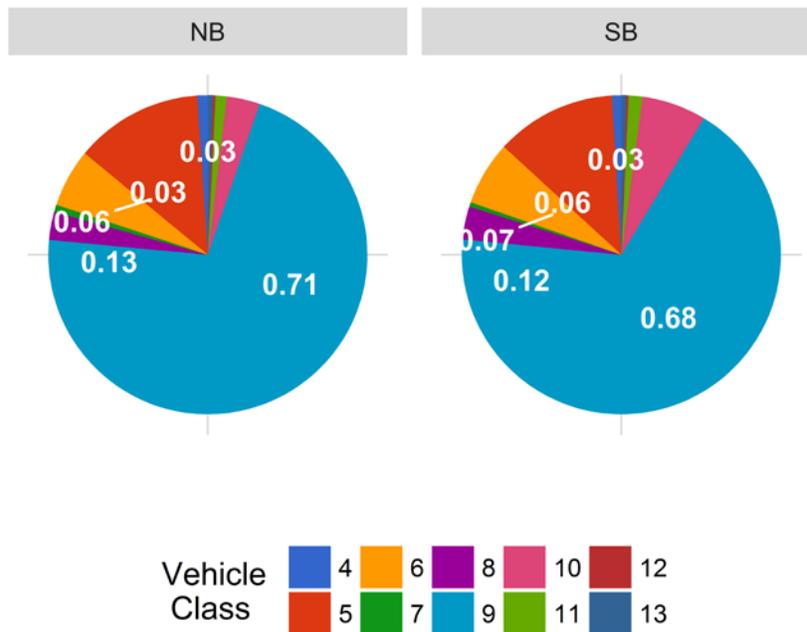


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

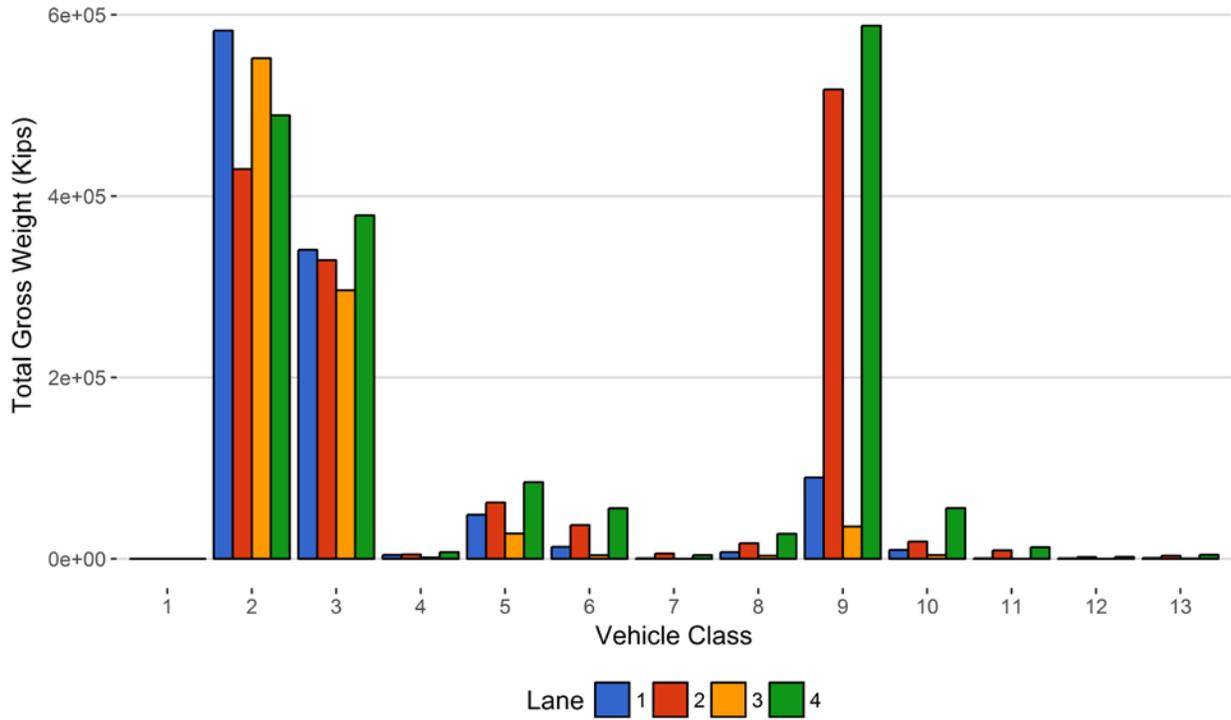


Figure 11 - Total Gross Vehicle Weight I

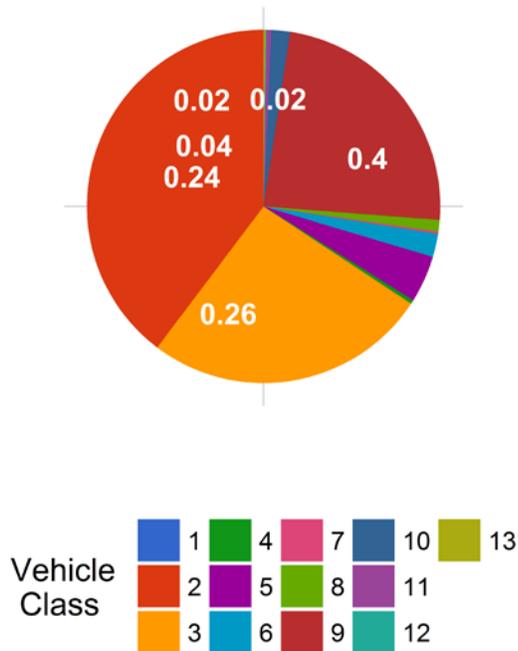


Figure 12 - Total ESALs by Class and Lane

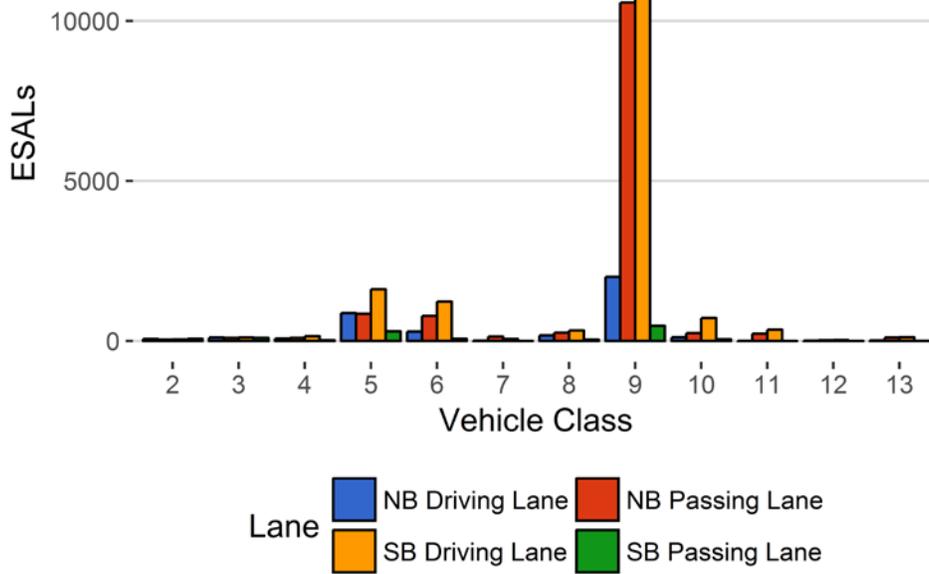


Figure 13 - ESALs by Class

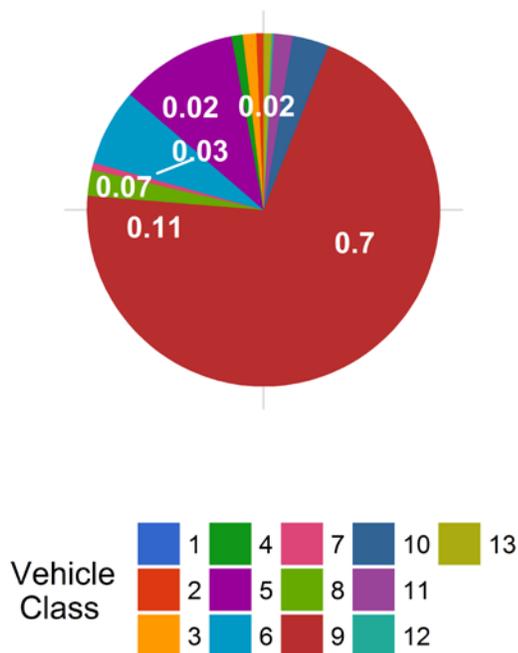


Table 1 Class 9 Front Axle Weight by Lane

<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>
February 2017	11.58	0.00	11.71	0.00	11.07	0.00	10.45	0.00
March 2017	11.67	0.74	12.00	2.43	11.10	0.26	10.50	0.53
April 2017	11.82	2.05	12.08	3.15	11.18	1.00	10.52	0.71
May 2017	11.94	3.09	12.35	5.42	11.14	0.64	10.57	1.18
June 2017	12.22	5.51	12.51	6.84	11.09	0.18	10.59	1.36
July 2017	12.23	5.63	12.54	7.05	11.23	1.46	10.64	1.87
August 2017	12.31	6.32	12.58	7.42	11.08	0.08	10.69	2.32
September 2017	12.29	6.17	12.70	8.41	11.20	1.18	10.66	2.06
October 2017	12.00	3.63	11.43	-2.37	11.35	2.52	10.72	2.56
November 2017	12.10	4.50	11.48	-1.96	11.37	2.73	10.77	3.08
December 2017	12.12	4.67	11.23	-4.12	11.38	2.82	10.82	3.54
January 2018	11.93	3.05	11.01	-6.00	11.30	2.06	10.63	1.69

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	1	0	0	0
2	18199	564177	65.7	0	0
3	7893	244670	28.5	0	0
4	20	624	0.1	31	0.7
5	543	16832	2	412	9.6
6	118	3664	0.4	340	7.9
7	7	204	0	52	1.2
8	60	1865	0.2	60	1.4
9	787	24401	2.8	3047	70.7
10	62	1917	0.2	274	6.4
11	13	414	0	33	0.8
12	2	74	0	6	0.1
13	4	116	0	52	1.2
TOTAL	27708	858959	100	4307	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>
2018-01-01	Monday	20:09:18	10	SB	4	117.52
2018-01-20	Saturday	20:11:56	10	SB	4	113.75
2018-01-18	Thursday	22:17:31	10	SB	4	112.56
2018-01-30	Tuesday	12:16:37	10	SB	4	111.59
2018-01-15	Monday	16:27:43	10	NB	2	110.85
2018-01-08	Monday	13:58:32	10	SB	3	109.57
2018-01-04	Thursday	22:04:28	10	SB	3	108.95
2018-01-15	Monday	07:02:29	9	NB	2	107.53
2018-01-24	Wednesday	16:35:05	10	SB	4	106.73
2018-01-20	Saturday	01:35:49	10	SB	4	104.44

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	294	60	20.4	8226	765	2358
5	NB	8	7693	974	12.7	103590	7102	24919
6	NB	19	1587	283	17.8	45334	4900	10279
7	NB	11.5	115	0	0	6296	0	2487
8	NB	31	745	305	40.9	17396	6973	1878
9	NB	33	9888	1048	10.6	576353	30973	142317
10	NB	33.5	545	94	17.2	25870	2771	5381
11	NB	36.5	167	2	1.2	9624	71	1801
12	NB	36.5	38	1	2.6	2281	35	465
13	NB	31.5	49	0	0	4329	0	1393
TOTAL	****	****	21121	2767	****	799298	****	193276
<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	285	54	18.9	7995	698	2265
5	SB	8	7930	1210	15.3	103742	8580	24991
6	SB	19	1814	329	18.1	54159	5428	12972
7	SB	11.5	74	0	0	4129	0	1639
8	SB	31	986	473	48	19393	11495	1745
9	SB	33	12760	4677	36.7	492048	131574	112654
10	SB	33.5	1234	328	26.6	49863	10065	9756
11	SB	36.5	217	11	5.1	12502	379	2492
12	SB	36.5	31	0	0	1961	0	415
13	SB	31.5	59	0	0	4783	0	1462
TOTAL	****	****	25390	7082	****	750575	****	170391
GRAND TOTAL	****	****	46511	9849	292	1549873	221809	363667

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	1	0	0	0	1	0
2	582476	429647	552005	489084	2053212	39.7
3	340777	329237	296024	378654	1344692	26
4	4272	4718	1416	7277	17684	0.3
5	48554	62138	27777	84545	223014	4.3
6	13093	37141	3873	55713	109821	2.1
7	521	5775	0	4129	10425	0.2
8	7354	17015	3409	27479	55256	1.1
9	89681	517646	35609	588013	1230948	23.8
10	9704	18936	4064	55864	88569	1.7
11	504	9191	40	12842	22576	0.4
12	506	1810	0	1961	4277	0.1
13	863	3466	388	4395	9112	0.2
TOTAL	1098306	1436720	924605	1709955	5169586	100
GVW/LANE	21.25	27.79	17.89	33.08	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	0.5
2	65	44	71	48	228	0.67	9e-04
3	109	98	99	112	418	1.23	0.0037
4	77	94	25	150	347	1.02	1.2
5	877	853	299	1615	3645	10.73	0.47
6	295	786	74	1236	2391	7.04	1.41
7	14	137	0	69	221	0.65	2.29
8	174	258	42	332	806	2.37	0.93
9	2004	10570	471	10820	23865	70.26	2.11
10	115	245	58	722	1140	3.36	1.28
11	9	230	0	352	592	1.74	3.03
12	12	23	0	30	65	0.19	1.76
13	18	107	7	117	250	0.74	4.24
TOTAL	3771	13448	1148	15602	33968	100	19
ESALS/LANE	11.1	39.6	3.4	45.9	100	--	--

Table 7 Site Summary: Volume and Vehicle Class

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCAD T</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>	<i>Heavy Commercial Vehicles in Driving Lane %</i>	<i>Heavy Commercial Vehicles in Passing Lane %</i>
Feb 2017	828455	29588	1609	783403	94.6	45052	5.4	62.2	37.8
Mar 2017	938799	30284	1610	888894	94.7	49905.3	5.3	61.9	38.1
Apr 2017	941989	31400	1603	893914	94.9	48075.3	5.1	60.5	39.5
May 2017	1054019	34001	1922	994452	94.3	59567.1	5.7	61	39
Jun 2017	1103626	36788	2259	1035865	93.9	67760.6	6.1	60.9	39.1
Jul 2017	1111119	35842	2117	1045498	94.1	65621.3	5.9	58.7	41.3
Aug 2017	1143334	36882	2251	1073561	93.9	69773.2	6.1	59.8	40.2
Sep 2017	1051344	35045	2281	982913	93.5	68430.8	6.5	60.3	39.7
Oct 2017	1057921	34126	2165	990812	93.7	67109	6.3	60	40
Nov 2017	923269	30776	1811	868925	94.1	54344.1	5.9	60.9	39.1
Dec 2017	913329	29462	1624	862996	94.5	50333.1	5.5	60.5	39.5
Jan 2018	858959	27708	1616	808848	94.2	50110.6	5.8	60.1	39.9
TOTAL	11926163	--	--	11230081	--	696082	--	--	--
AVERA GE	993847	32658	1906	935840	94	58007	6	61	39

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>
Feb 2017	3157	15513	1039	15746	35455	53	47	2.2
Mar 2017	3182	18809	1203	16334	39527	49	51	4
Apr 2017	2809	18881	1143	15321	38154	48	52	2.8
May 2017	4668	25425	1534	19116	50742	47	53	10.3
Jun 2017	6460	31181	1724	21126	60491	46	54	13.1
Jul 2017	6190	29560	2422	20719	58891	46	54	16.2
Aug 2017	4162	21573	1201	15440	42376	46	54	20.1
Sep 2017	5516	27204	1410	19085	53216	46	54	32.1
Oct 2017	5387	21860	1938	23245	52430	55	45	3.5
Nov 2017	4502	18335	1386	19614	43837	55	45	2.6
Dec 2017	5033	14652	1411	18341	39436	59	41	3.4
Jan 2018	3867	13495	1148	15629	34139	57	43	3.7
TOTAL	54932	256488	17559	219716	548695	--	--	--
AVERAGE	4578	21374	1463	18310	45725	51	49	10

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>
Feb 2017	1100540	1437948	924675	1711001	5174164
Mar 2017	1051491	1416873	892429	1729128	5089921
Apr 2017	1176068	1647136	1002443	1926748	5752395
May 2017	1151126	1683192	994865	1899816	5728999
Jun 2017	1340633	2048682	1132022	2233901	6755238
Jul 2017	1467807	2319975	1215363	2464901	7468048
Aug 2017	1489627	2288435	1285258	2401267	7464586
Sep 2017	1025328	1641377	861048	1751501	5279254
Oct 2017	1153419	1839408	961714	1968958	5923499
Nov 2017	1397531	2035396	1222254	2396951	7052132
Dec 2017	1205042	1716301	1046717	2030046	5998106
Jan 2018	1216056	1589362	1057242	1926795	5789455
TOTAL	14774669	21664084	12596029	24441013	73475796
AVERAGE	1231222	1805340	1049669	2036751	6122983

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>
Feb 2017	5568	0.7	12.6	234	59
Mar 2017	6753	0.7	13.8	270	40
Apr 2017	6777	0.7	14.4	230	44
May 2017	9713	1	16.6	794	75
Jun 2017	12929	1.2	19.4	1301	138
Jul 2017	12936	1.2	20.1	1577	140
Aug 2017	9461	1.3	20.5	1418	74
Sep 2017	12595	1.5	23.5	2766	192
Oct 2017	9515	0.9	14.5	584	99
Nov 2017	7927	0.9	14.9	279	82
Dec 2017	6568	0.7	13.3	253	88
Jan 2018	4336	0.5	9.3	204	55
TOTAL	105078	--	--	9910	1086
AVERAGE	8756.5	0.9	16.1	825.8	90.5

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>
Feb 2017	187860	177401	365261	51.4	48.6
Mar 2017	216690	186574	403264	53.7	46.3
Apr 2017	209616	179994	389610	53.8	46.2
May 2017	276871	225364	502235	55.1	44.9
Jun 2017	337770	242770	580541	58.2	41.8
Jul 2017	322105	245232	567337	56.8	43.2
Aug 2017	234236	173821	408057	57.4	42.6
Sep 2017	297263	219100	516363	57.6	42.4
Oct 2017	293703	260883	554586	53	47
Nov 2017	235864	214931	450795	52.3	47.7
Dec 2017	206917	196474	403391	51.3	48.7
Jan 2018	193276	170391	363667	53.1	46.9
TOTAL	3012172	2492935	5505107	--	--
AVERAGE	251014.3	207744.6	458758.9	54.5	45.5