

APRIL 2018



05/18/2010

WIM #26
I-35, MP 30.1
OWATONNA, MN

MONTHLY
REPORT



06/28/2010

Your Destination...Our Priority



WIM Site Location

WIM #26 is located on I-35 near Owatonna in Steele county.

System Operation

WIM #26 was operational for the entire month of April 2018. Volume was computed using all monthly data.

System Calibration

WIM #26 was most recently calibrated on 2016-11-23. 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: 580205 | Passenger Vehicles: 450468 | Heavy Commercial Vehicles: 129737

Monthly Average Daily Traffic (MADT): 19340 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 4325

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 Sundays, with lowest volumes reported on Tuesdays. SB vehicles typically reached highest volume levels on Fridays, 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 02 PM and 04 PM. Similarly, SB PVs peaked in volume between 02 PM and 04 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 02 PM and 04 PM, while volume going SB peaked between 02 PM and 04 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 5's.

Overweight HCVs

Volume trends. Of a total of 129737 HCVs, 6653 of them were overweight ³. These overweight HCVs contributed to 1.2% of total monthly volume, and 5.4% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Wednesdays, with lowest volumes reported on Saturdays. 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 68% 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 October.

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 ,215 NB vehicles exceeded 88,000 pounds (115 vehicles were Class 13's; 72 vehicles were Class 10's). Of vehicles traveling SB,

152 NB vehicles exceeded 88,000 pounds (101 vehicles were Class 13's; 29 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from April 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in April 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 fully_loaded class 10 vehicles.

Freight Totals. A total of 1294768 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (50.9%) than SB (49.1%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 91086 (a box culvert) is approximately 0.5 miles north of WIM #26, and Bridge No. 91095 (also a box culvert) is 6.9 miles south of WIM #26. WIM #26 recorded a total of 580205 vehicles with a combined GVW of 8347880 kips (1 kip = 1,000 pounds = 0.5 tons) in April 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 107375 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 52.7% of all ESALs were recorded NB while 47.3% was observed SB. In particular, 83% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 64% 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).

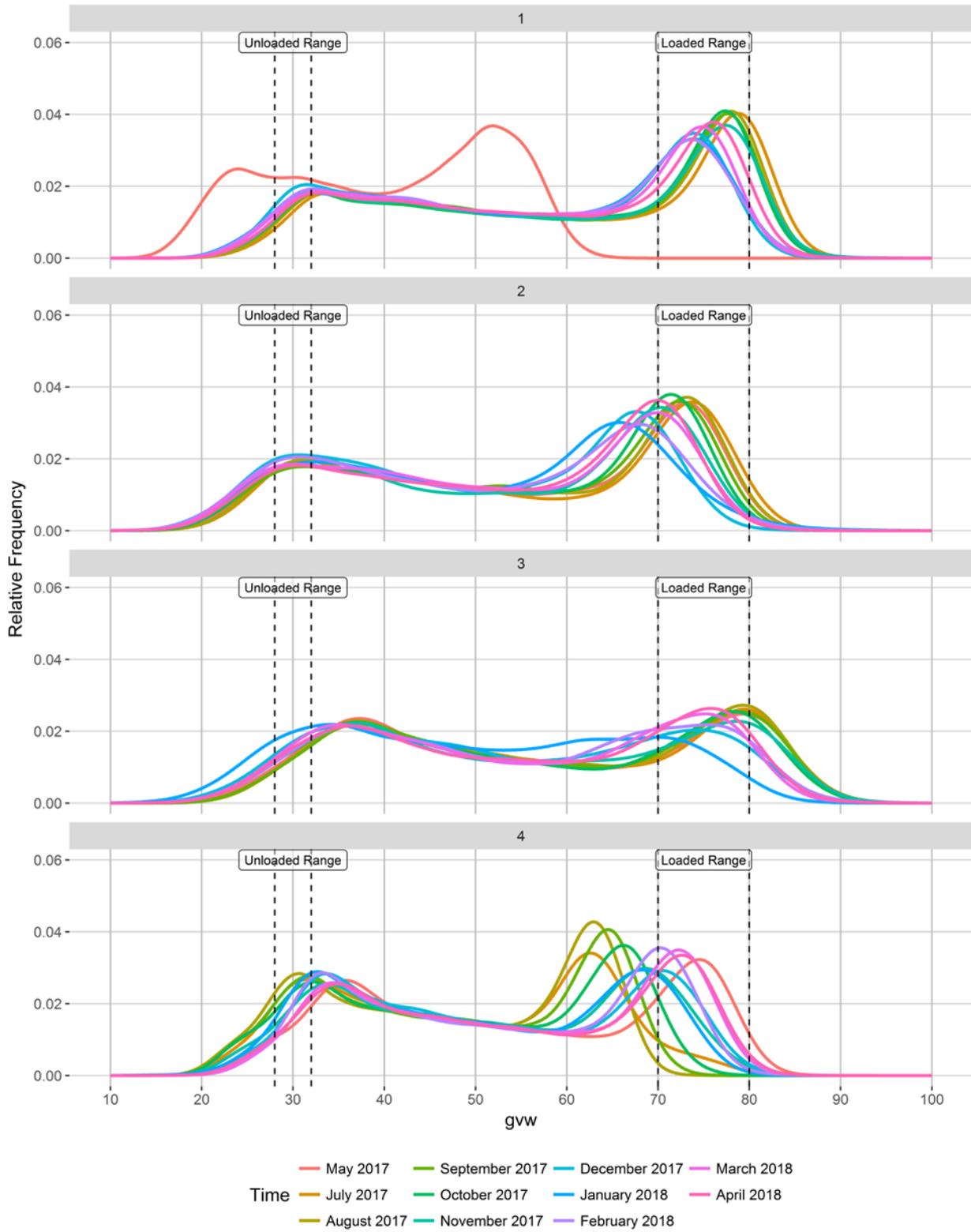
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

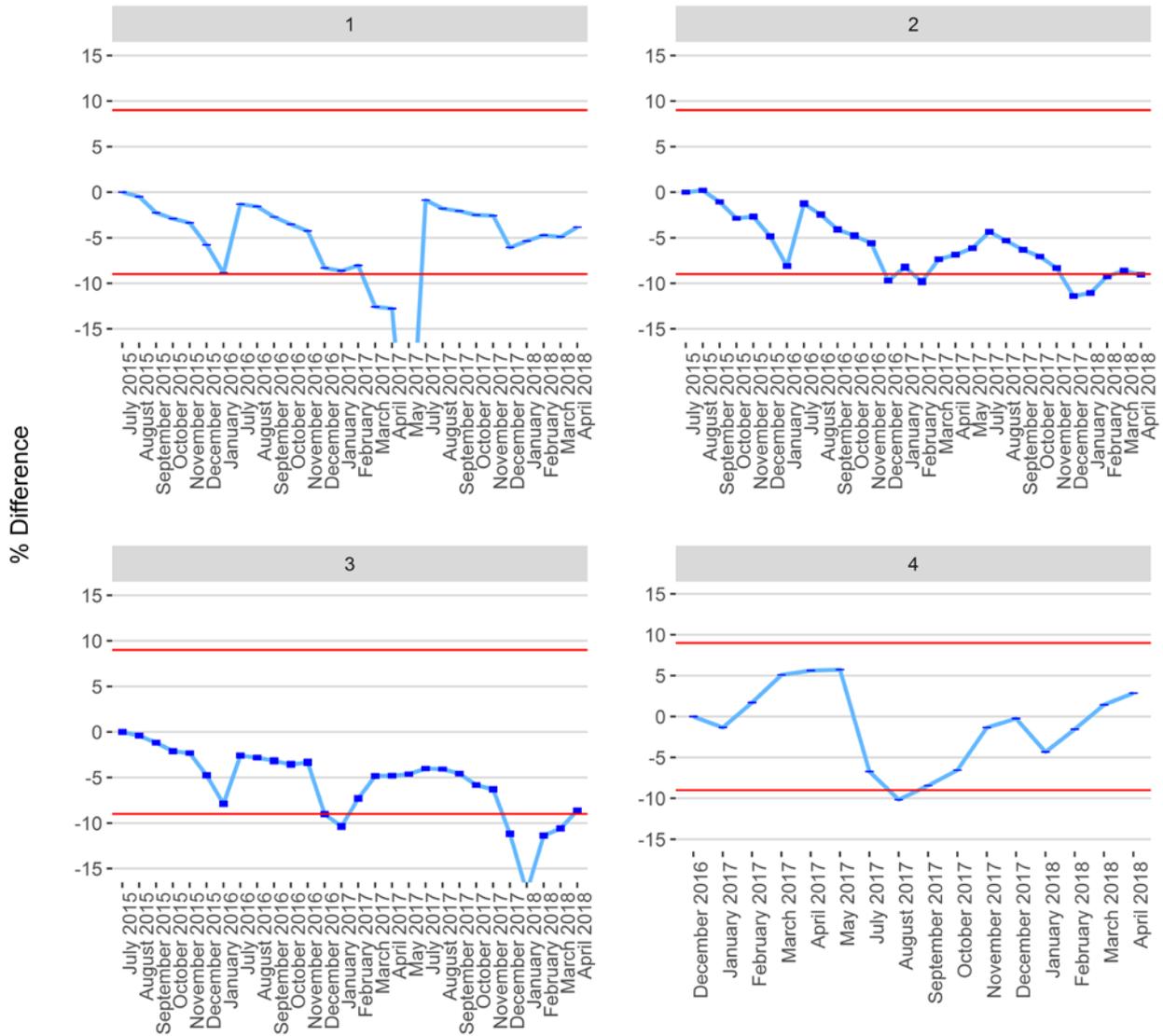
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

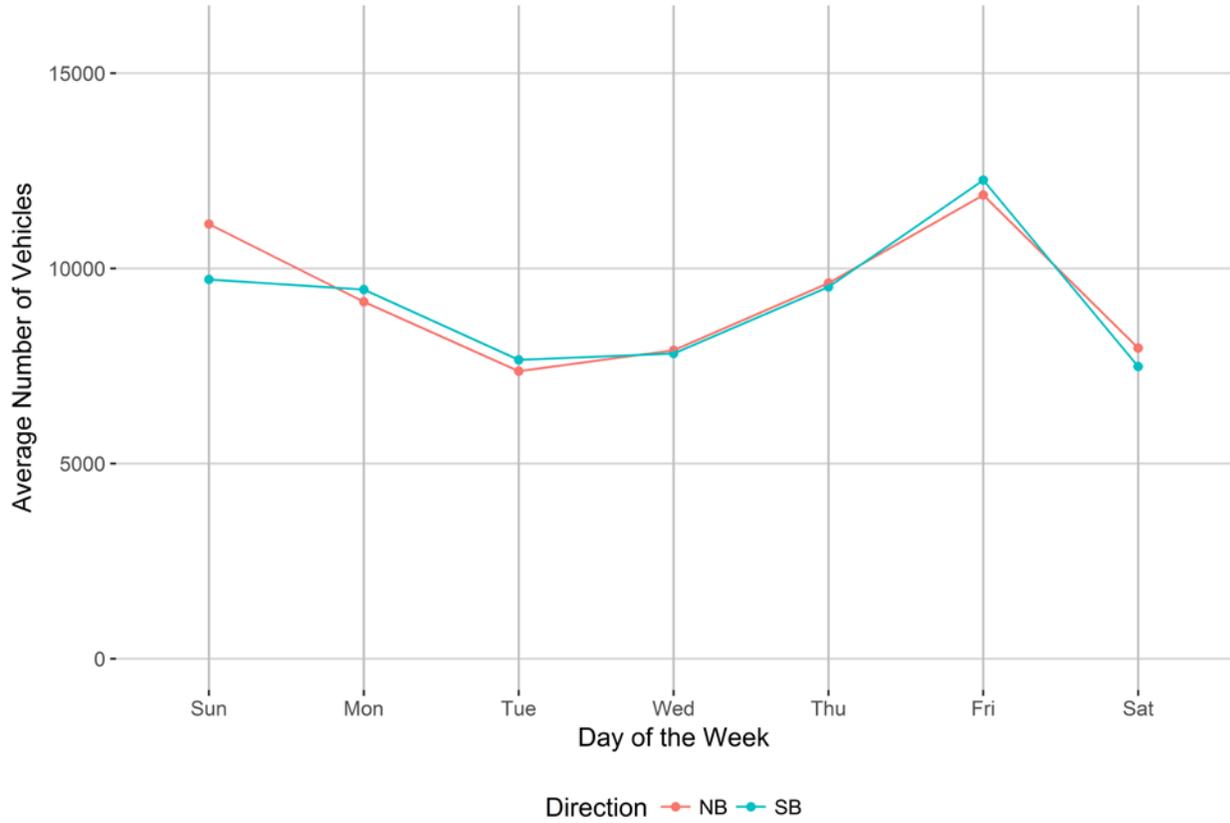


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

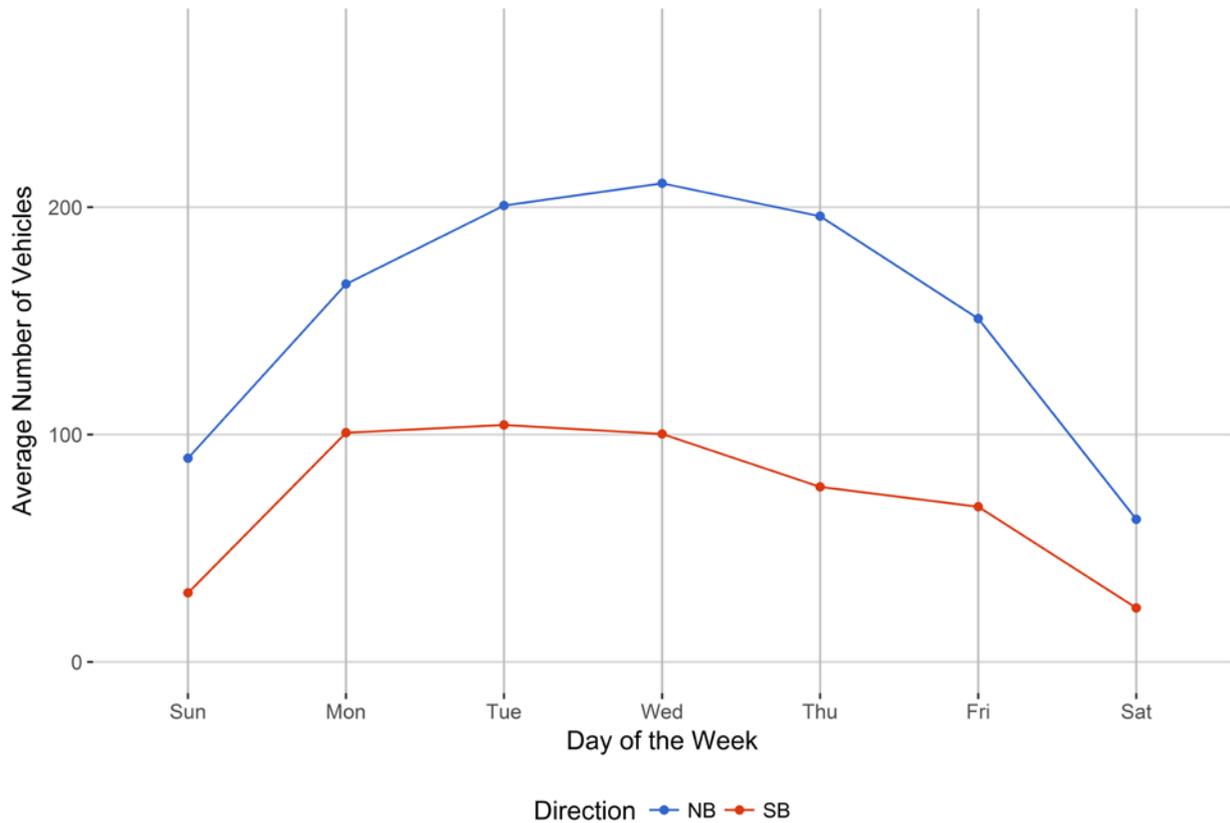


Figure 4 - Passenger Vehicles vs. Hour of the Day

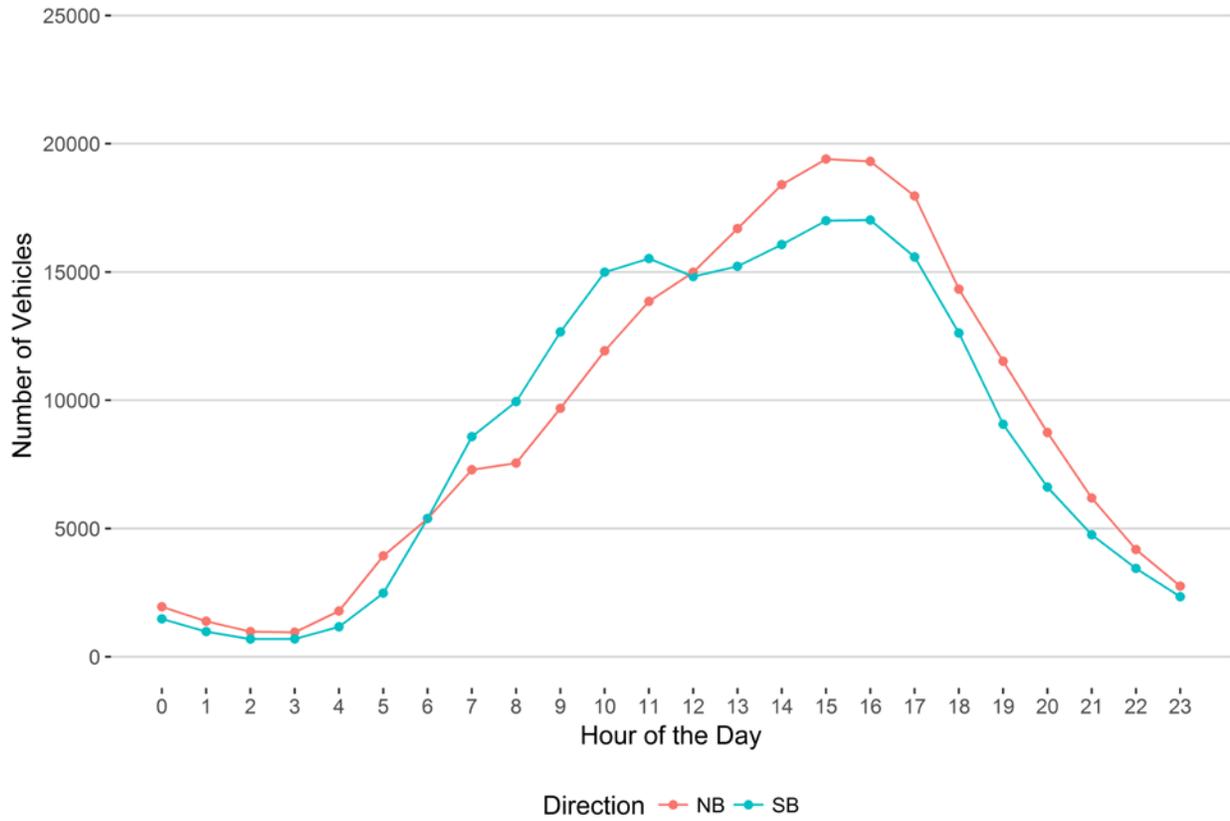


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

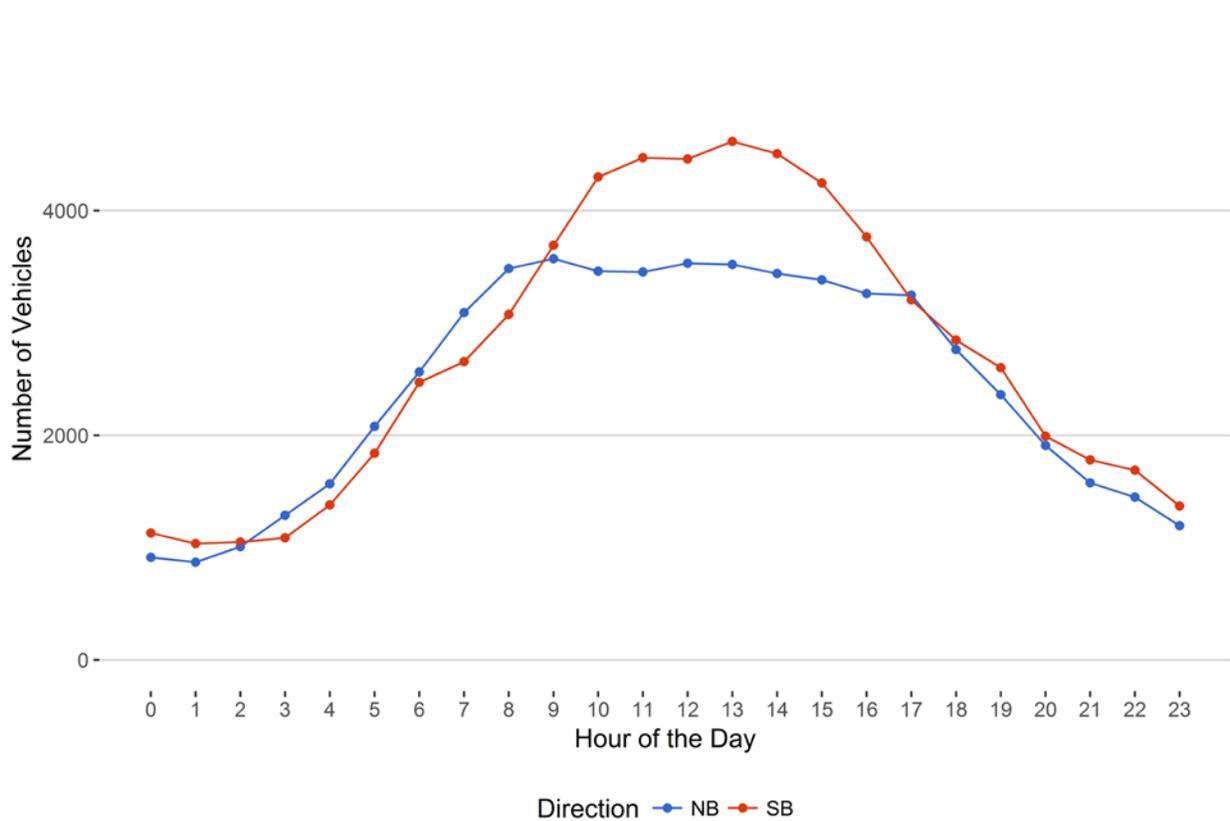


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

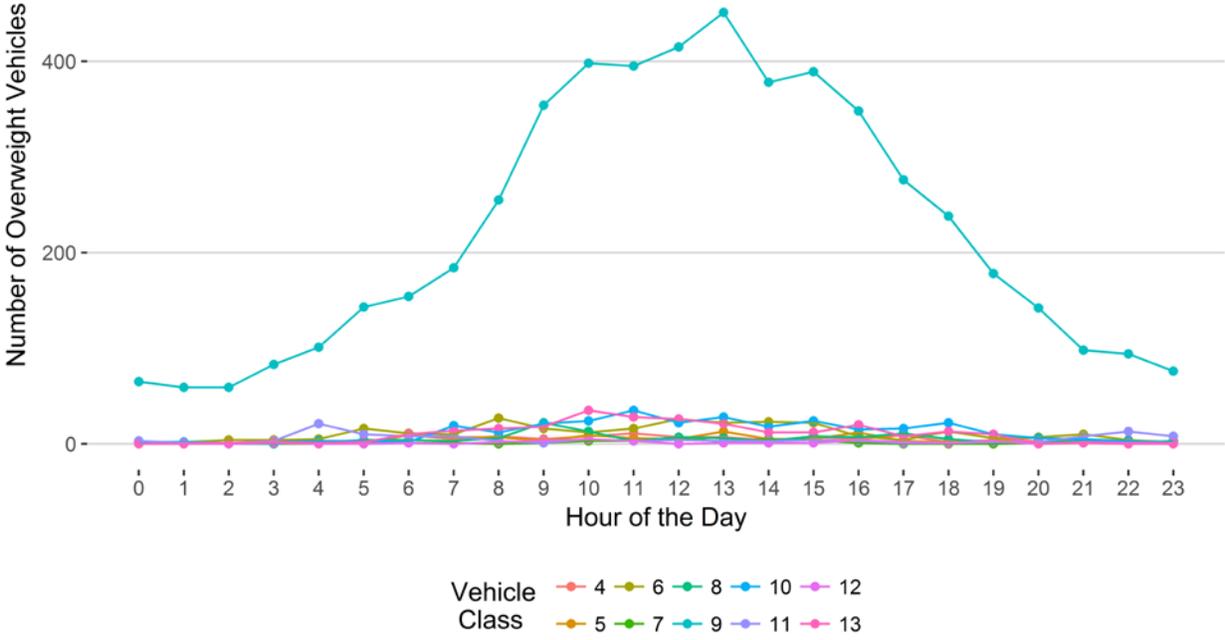


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

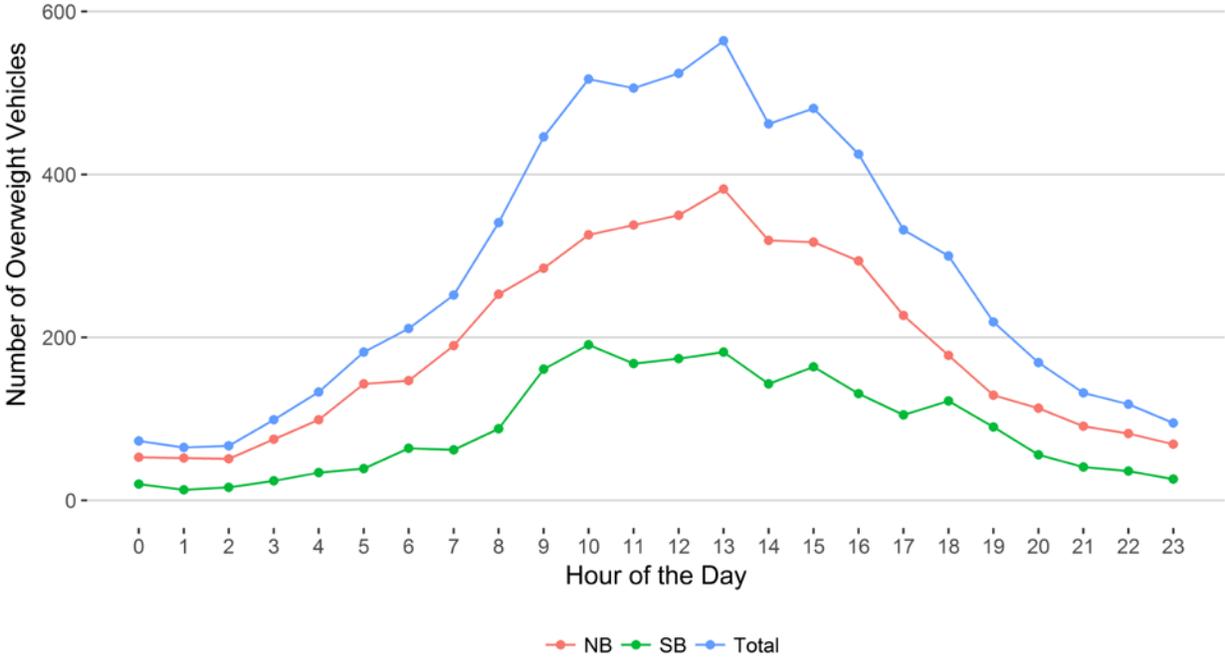
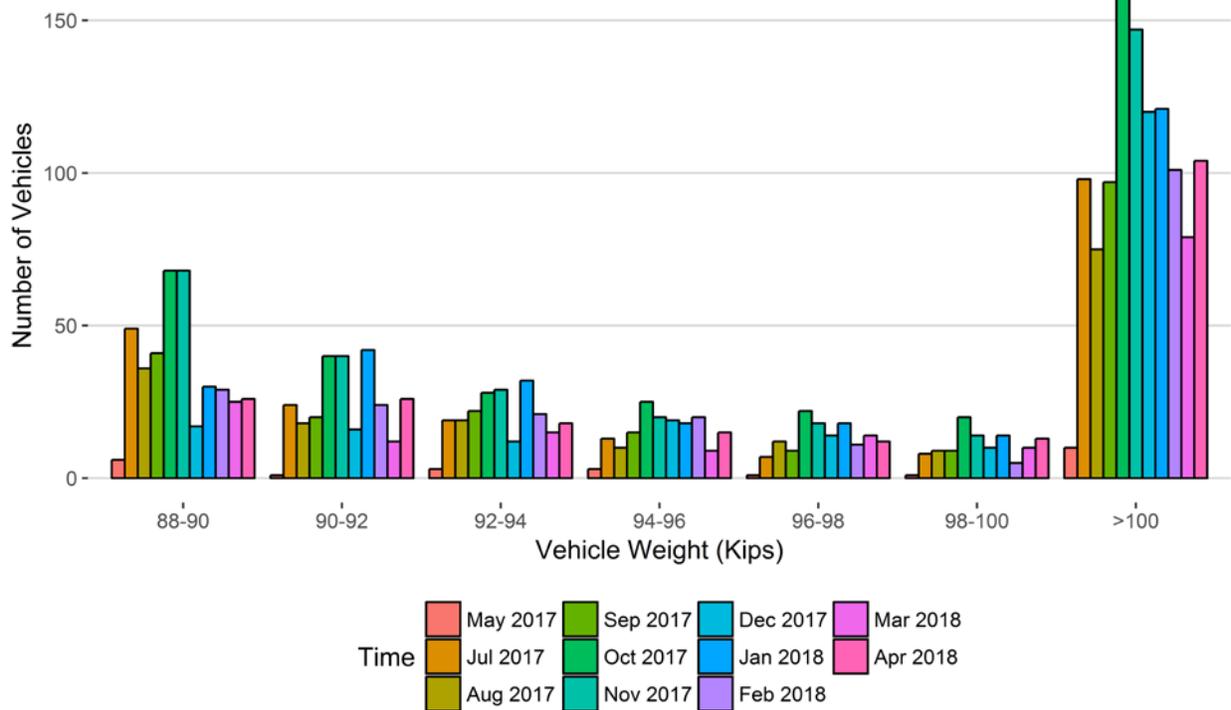
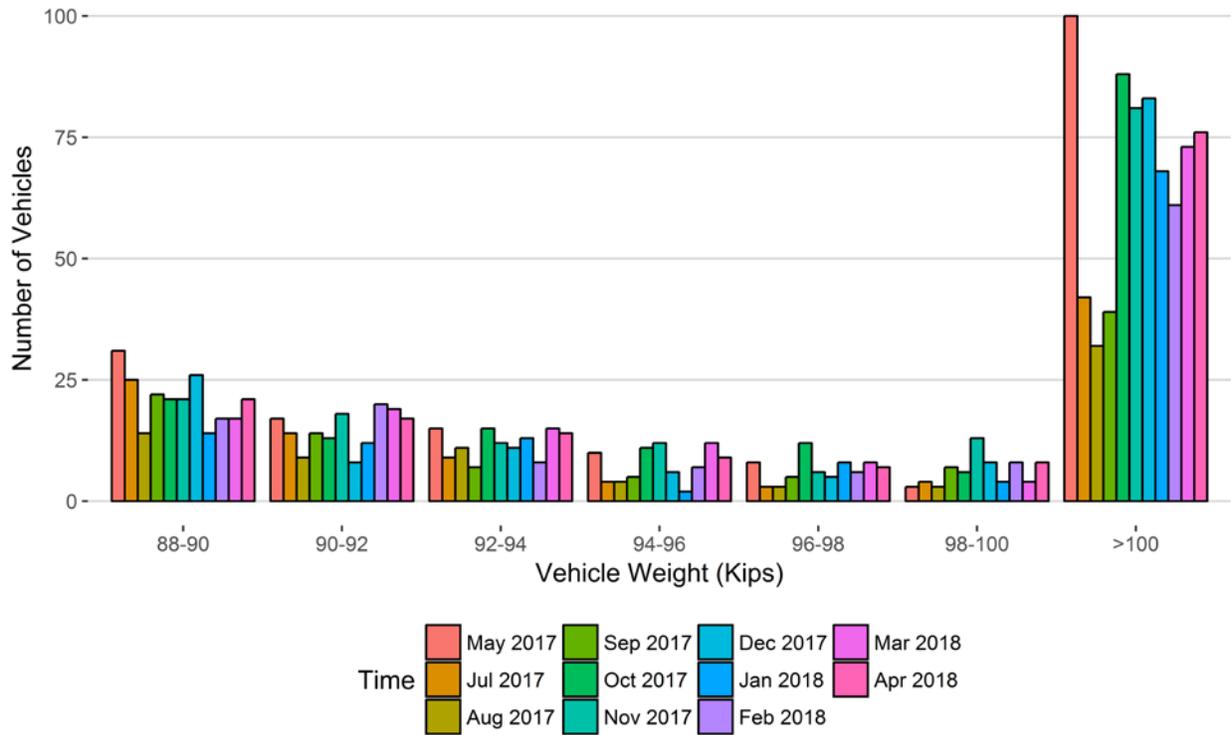


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	May 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018
88-90	6	49	36	41	68	68	17	30	29	25	26
90-92	1	24	18	20	40	40	16	42	24	12	26
92-94	3	19	19	22	28	29	12	32	21	15	18
94-96	3	13	10	15	25	20	19	18	20	9	15
96-98	1	7	12	9	22	18	14	18	11	14	12
98-100	1	8	9	9	20	14	10	14	5	10	13
>100	10	98	75	97	159	147	120	121	101	79	104
Total	25	218	179	213	362	336	208	275	211	164	214

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



Vehicle Weights (Kips)	May 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018
88-90	31	25	14	22	21	21	26	14	17	17	21
90-92	17	14	9	14	13	18	8	12	20	19	17
92-94	15	9	11	7	15	12	11	13	8	15	14
94-96	10	4	4	5	11	12	6	2	7	12	9
96-98	8	3	3	5	12	6	5	8	6	8	7
98-100	3	4	3	7	6	13	8	4	8	4	8
>100	100	42	32	39	88	81	83	68	61	73	76
Total	184	101	76	99	166	163	147	121	127	148	152

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

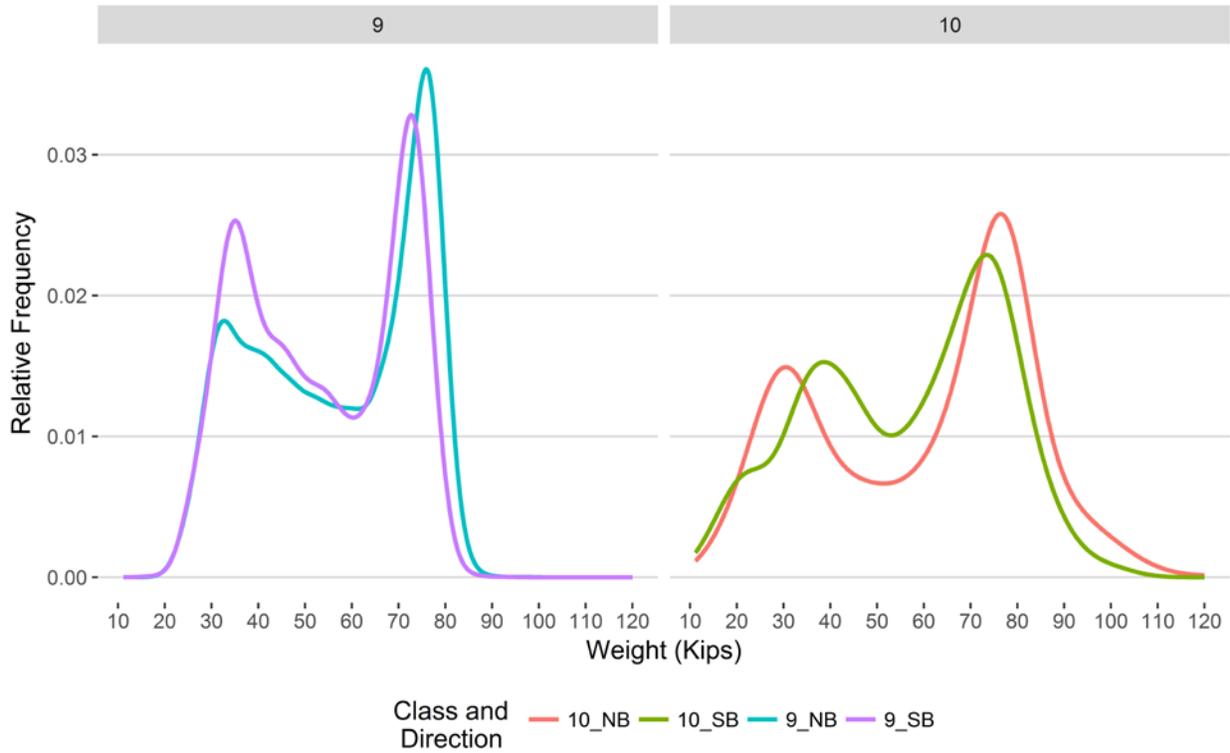


Figure 9 - Freight Percentage by Direction and Class

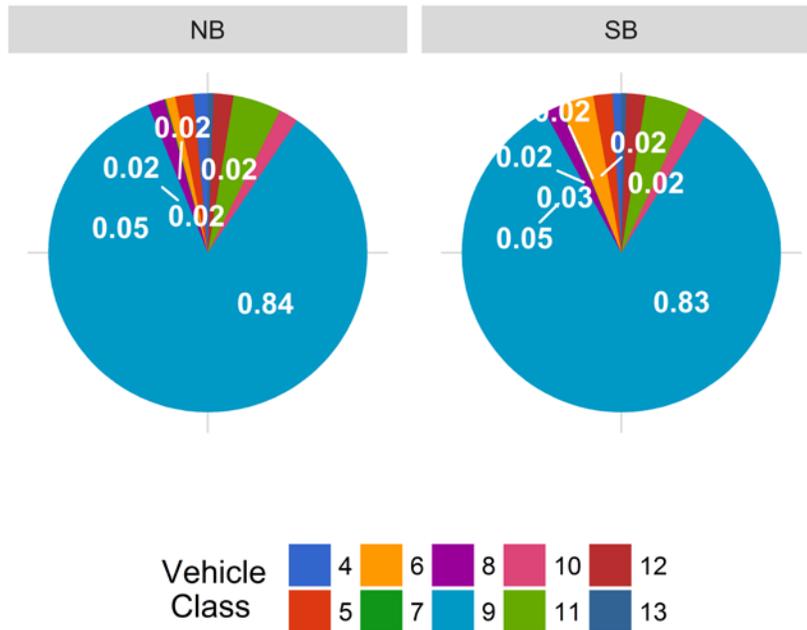


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

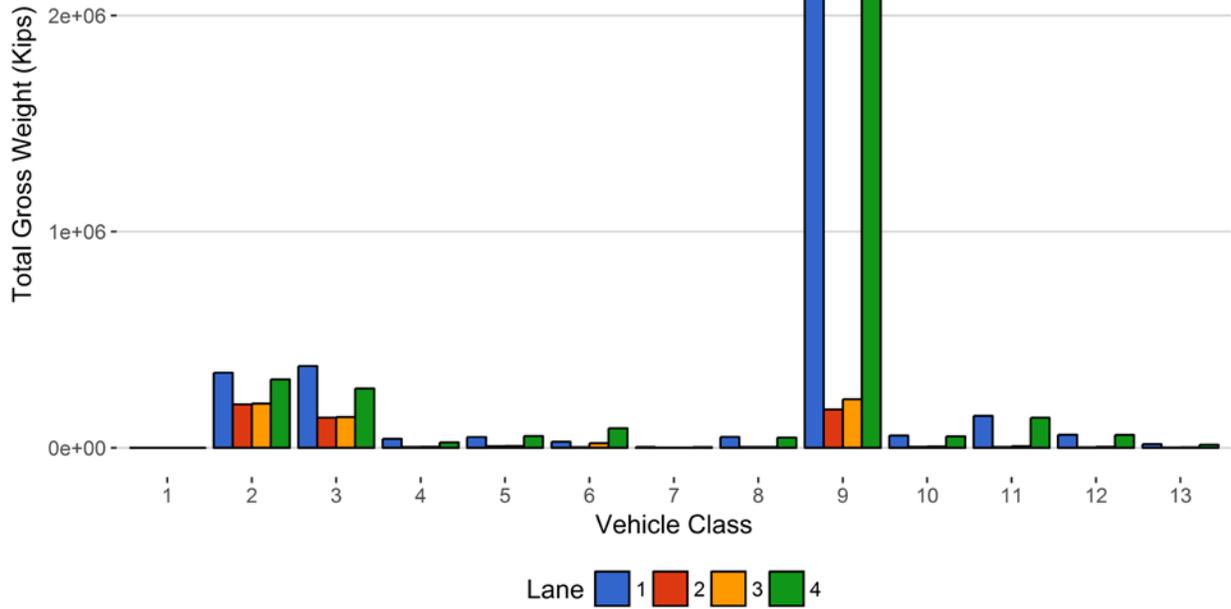


Figure 11 - Total Gross Vehicle Weight I

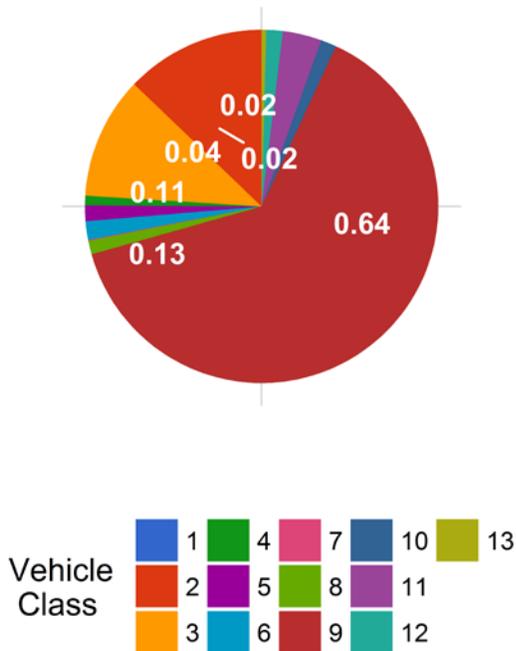


Figure 12 - Total ESALs by Class and Lane

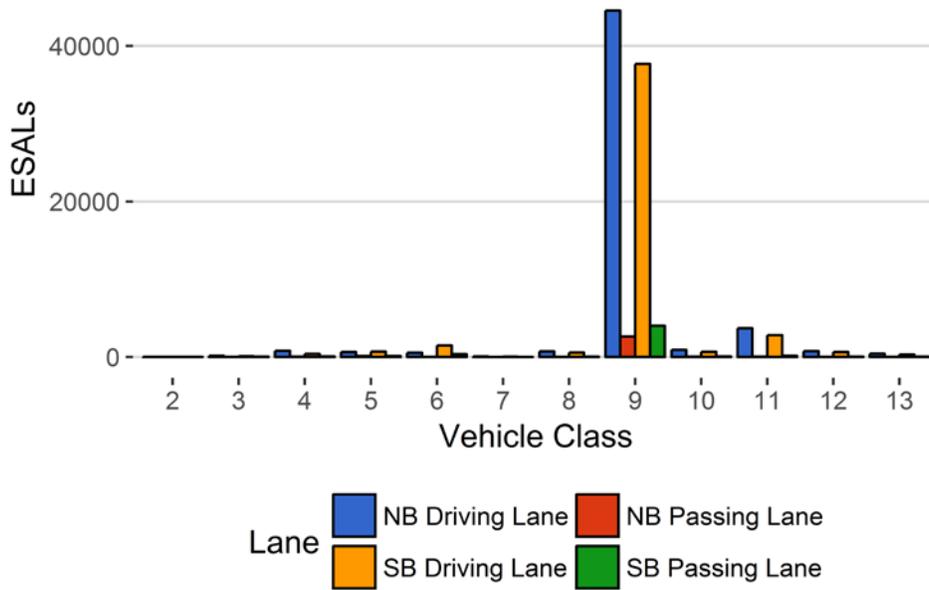


Figure 13 - ESALs by Class

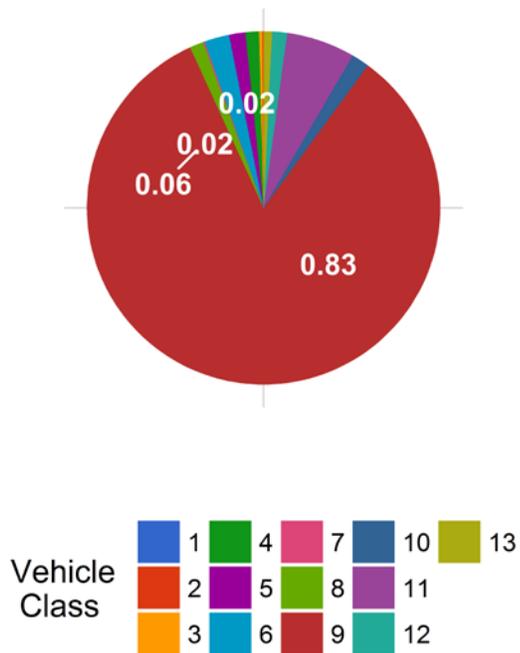


Table 1 Class 9 Front Axle Weight by Lane

<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>
July 2015	12.27	0.00	12.23	0.00	12.81	0.00	NA	NA
August 2015	12.21	-0.49	12.26	0.20	12.75	-0.41	NA	NA
September 2015	12.00	-2.26	12.10	-1.07	12.66	-1.17	NA	NA
October 2015	11.92	-2.91	11.88	-2.86	12.54	-2.10	NA	NA
November 2015	11.86	-3.36	11.90	-2.68	12.51	-2.32	NA	NA
December 2015	11.56	-5.78	11.64	-4.84	12.20	-4.75	NA	NA
January 2016	11.19	-8.86	11.24	-8.09	11.80	-7.88	NA	NA
July 2016	12.11	-1.31	12.08	-1.26	12.47	-2.59	NA	NA
August 2016	12.08	-1.57	11.93	-2.46	12.45	-2.81	NA	NA
September 2016	11.94	-2.72	11.73	-4.09	12.40	-3.17	NA	NA
October 2016	11.84	-3.52	11.65	-4.77	12.35	-3.56	NA	NA
November 2016	11.75	-4.26	11.55	-5.60	12.38	-3.33	NA	NA
December 2016	11.25	-8.31	11.05	-9.70	11.65	-9.02	10.76	0.00
January 2017	11.21	-8.63	11.22	-8.23	11.48	-10.37	10.61	-1.32
February 2017	11.29	-8.03	11.03	-9.81	11.87	-7.30	10.94	1.71
March 2017	10.73	-12.57	11.33	-7.36	12.19	-4.83	11.31	5.10
April 2017	10.71	-12.77	11.39	-6.86	12.19	-4.81	11.36	5.62
May 2017	8.20	-33.19	11.48	-6.14	12.21	-4.62	11.37	5.73
July 2017	12.17	-0.87	11.70	-4.35	12.29	-4.01	10.04	-6.71
August 2017	12.05	-1.80	11.58	-5.32	12.29	-4.07	9.66	-10.16
September 2017	12.02	-2.06	11.46	-6.32	12.22	-4.57	9.85	-8.44
October 2017	11.97	-2.50	11.37	-7.06	12.06	-5.83	10.05	-6.54
November 2017	11.96	-2.57	11.21	-8.32	12.00	-6.30	10.61	-1.35
December	11.53	-6.06	10.84	-11.40	11.37	-11.18	10.73	-0.24

2017								
January 2018	11.62	-5.36	10.88	-11.06	10.56	-17.53	10.29	-4.32
February 2018	11.69	-4.72	11.10	-9.22	11.35	-11.37	10.59	-1.55
March 2018	11.67	-4.90	11.18	-8.61	11.45	-10.59	10.91	1.44
April 2018	11.80	-3.83	11.12	-9.07	11.71	-8.59	11.06	2.86

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	9	0	0	0
2	9691	290745	50.1	0	0
3	5324	159714	27.5	0	0
4	96	2874	0.5	98	1.5
5	274	8208	1.4	105	1.6
6	166	4981	0.9	272	4.1
7	7	197	0	31	0.5
8	113	3400	0.6	117	1.8
9	3335	100043	17.2	5333	80.2
10	71	2136	0.4	296	4.4
11	177	5302	0.9	119	1.8
12	74	2217	0.4	32	0.5
13	13	378	0.1	250	3.8
TOTAL	19340	580205	100	6653	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>
2018-04-04	Wednesday	03:25:20	9	SB	4	132.85
2018-04-16	Monday	12:24:57	10	NB	1	120.04
2018-04-14	Saturday	07:59:13	10	NB	1	112.75
2018-04-07	Saturday	03:15:56	10	NB	1	110.02
2018-04-16	Monday	15:50:10	10	NB	1	107.62
2018-04-16	Monday	11:40:44	10	NB	1	107.25
2018-04-22	Sunday	13:14:43	10	NB	1	106.68
2018-04-20	Friday	07:06:36	10	NB	1	105.25
2018-04-24	Tuesday	21:00:32	10	NB	1	104.43
2018-04-08	Sunday	20:08:48	10	NB	1	103.75

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	1708	176	10.3	42677	2287	9848
5	NB	8	3784	488	12.9	53482	3418	13557
6	NB	19	1117	387	34.6	23865	6549	4998
7	NB	11.5	118	0	0	3882	0	1263
8	NB	31	1671	839	50.2	33171	20137	3689
9	NB	33	45823	5432	11.9	2458414	159060	562756
10	NB	33.5	1014	214	21.1	55187	5747	14193
11	NB	36.5	2513	78	3.1	149042	2283	30082
12	NB	36.5	1055	27	2.6	61577	817	12028
13	NB	31.5	192	2	1	18272	45	6143
TOTAL	****	****	58995	7643	****	2899568	****	658557
<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	1045	173	16.6	26828	2191	6874
5	SB	8	4078	562	13.8	58126	3974	14999
6	SB	19	3654	565	15.5	101425	9653	21367
7	SB	11.5	71	0	0	3348	0	1266
8	SB	31	1586	761	48	32041	18545	3233
9	SB	33	50004	6073	12.1	2513307	178213	531792
10	SB	33.5	1032	157	15.2	54598	3860	12643
11	SB	36.5	2566	171	6.7	140008	5658	26295
12	SB	36.5	1069	21	2	62791	633	12270
13	SB	31.5	170	0	0	16302	0	5473
TOTAL	****	****	65275	8483	****	3008773	****	636211
GRAND TOTAL	****	****	124270	16126	278	5908341	423070	1294768

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	4	0	1	7	11	0
2	347384	200754	204428	316546	1069112	12.8
3	378288	139349	141898	273780	933315	11.2
4	41663	3301	4282	24737	73983	0.9
5	49715	7185	7803	54297	119000	1.4
6	28045	2369	21153	89925	141492	1.7
7	3506	376	504	2844	7230	0.1
8	50040	3268	3386	47200	103894	1.2
9	2440468	177006	224823	2466697	5308994	63.7
10	56444	4490	5773	52685	119391	1.4
11	147943	3381	6892	138773	296990	3.6
12	60333	2061	4278	59147	125819	1.5
13	16829	1488	2263	14039	34619	0.4
TOTAL	3620661	545029	627482	3540677	8333849	100
GVW/LANE	43.45	6.54	7.53	42.49	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	0.1
2	43	22	23	31	119	0.11	9e-04
3	145	41	44	94	325	0.3	0.0043
4	783	53	88	403	1326	1.24	0.96
5	648	134	126	684	1593	1.49	0.41
6	550	32	374	1484	2441	2.28	1.02
7	87	7	8	52	154	0.14	1.6
8	714	41	44	562	1361	1.27	0.84
9	44545	2648	4023	37679	88895	83.1	1.86
10	925	54	84	677	1741	1.63	1.7
11	3691	60	164	2813	6729	6.29	2.65
12	755	21	58	642	1476	1.38	1.39
13	423	28	44	318	812	0.76	4.37
TOTAL	53309	3142	5080	45440	106971	100	17
ESALS/LANE	49.8	2.9	4.7	42.5	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>
May 2017	675745	21798	4625	532367	78.8	143377.7	21.2	92.8	7.2
Jul 2017	754845	24350	4127	626895	83	127950.4	17	91.8	8.2
Aug 2017	757566	24438	4575	615745	81.3	141821.5	18.7	92	8
Sep 2017	664495	22150	4449	531039	79.9	133456.3	20.1	92.4	7.6
Oct 2017	667623	21536	4620	524413	78.5	143210	21.5	92.4	7.6
Nov 2017	630878	21029	4385	499321	79.1	131556.6	20.9	92.9	7.1
Dec 2017	598759	19315	3752	482443	80.6	116315.6	19.4	91.9	8.1
Jan 2018	498163	16070	3966	375222	75.3	122941	24.7	88.4	11.6
Feb 2018	464482	16589	4150	348276	75	116206.3	25	92	8
Mar 2018	610968	19709	4160	482021	78.9	128946.7	21.1	93.1	6.9
Apr 2018	580205	19340	4325	450468	77.6	129736.9	22.4	91.8	8.2
TOTAL	6903729	--	--	5468210	--	1435519	--	--	--
AVERAGE	627612	20575	4285	497110	79	130502	21	92	8

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>
May 2017	15667	3203	5926	52125	76921	88	12	0.6
Jul 2017	66720	3241	6008	25285	101254	91	9	1.2
Aug 2017	69080	3469	6450	25712	104710	91	9	1.1
Sep 2017	61593	3080	5710	28145	98528	91	9	1.3
Oct 2017	66601	3451	5521	34297	109870	92	8	2.1
Nov 2017	60237	2750	4767	39203	106958	93	7	2.4
Dec 2017	151523	2537	4138	37192	195390	97	3	1.5
Jan 2018	46740	3145	5747	31738	87370	90	10	2.6
Feb 2018	45003	2704	4412	36670	88789	92	8	1.3
Mar 2018	51869	2660	4158	45512	104199	93	7	0.8
Apr 2018	53425	3150	5206	45592	107375	92	8	1.2
TOTAL	688460	33389	58043	401471	1181363	--	--	--
AVERAGE	62587	3035	5277	36497	107397	92	8	2

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>
May 2017	3275872	466854	698236	2966421	7407383
Jul 2017	3170037	420956	496963	3061183	7149139
Aug 2017	3711268	525438	606268	3615881	8458855
Sep 2017	3624977	545528	630879	3546495	8347880
Oct 2017	3130326	613143	757969	3902581	8404019
Nov 2017	4253488	719594	871398	3030735	8875215
Dec 2017	4432717	728852	896071	3276409	9334050
Jan 2018	3995653	604537	753105	3271699	8624994
Feb 2018	4193508	627103	742411	3610520	9173542
Mar 2018	3855881	557231	673377	3560603	8647091
Apr 2018	3245594	531065	608746	3263953	7649358
TOTAL	40889322	6340301	7735424	37106480	92071526
AVERAGE	3717211	576391	703220	3373316	8370139

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>
May 2017	3906	0.6	2.8	211	115
Jul 2017	11190	1.6	9.2	324	154
Aug 2017	9790	1.4	7.2	259	120
Sep 2017	8219	1.3	6.4	314	154
Oct 2017	8706	1.4	6.3	535	276
Nov 2017	8945	1.5	7	502	256
Dec 2017	3916	0.7	3.4	479	326
Jan 2018	4115	0.9	3.5	400	207
Feb 2018	4373	1	3.9	340	176
Mar 2018	5137	0.9	4.1	314	166
Apr 2018	6713	1.2	5.4	367	201
TOTAL	75010	--	--	4045	2151
AVERAGE	6819.1	1.1	5.4	367.7	195.5

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>
May 2017	331104	696511	1027615	32.2	67.8
Jul 2017	760488	443394	1203881	63.2	36.8
Aug 2017	804558	481610	1286168	62.6	37.4
Sep 2017	725921	495253	1221175	59.4	40.6
Oct 2017	790336	566563	1356900	58.2	41.8
Nov 2017	707648	586202	1293850	54.7	45.3
Dec 2017	542161	526583	1068744	50.7	49.3
Jan 2018	600277	513278	1113555	53.9	46.1
Feb 2018	574758	537046	1111805	51.7	48.3
Mar 2018	650592	625947	1276539	51	49
Apr 2018	658557	636211	1294768	50.9	49.1
TOTAL	7146401	6108598	13255000	--	--
AVERAGE	649672.8	555327.1	1205000	53.5	46.5