

JULY 2018



11/18/2010

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

**MONTHLY
REPORT**



11/18/2010

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 July 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: 344993 | Passenger Vehicles: 315918 | Heavy Commercial Vehicles: 29075

Monthly Average Daily Traffic (MADT): 11129 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 938

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 Wednesdays. SB vehicles typically reached highest volume levels on Sundays, with lowest volumes reported on Wednesdays (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 11 AM and 01 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 02 PM and 04 PM, while volume going SB peaked between 11 AM and 01 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 5's.

Overweight HCVs

Volume trends. Of a total of 29075 HCVs, 4125 of them were overweight³. These overweight HCVs contributed to 1.2% of total monthly volume, and 14.4% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Tuesdays, with lowest volumes reported on Saturdays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 10 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 55.9% 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 August.

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 ,182 NB vehicles exceeded 88,000 pounds (74 vehicles were Class 9's; 64 vehicles were Class 13's). Of vehicles traveling SB,

542 NB vehicles exceeded 88,000 pounds (399 vehicles were Class 10's; 78 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from July 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in July 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 233187 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (60.5%) than SB (39.5%). 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 344993 vehicles with a combined GVW of 2760438 kips (1 kip = 1,000 pounds = 0.5 tons) in July 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 22382 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 58.5% of all ESALs were recorded NB while 41.5% was observed SB. In particular, 64% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 26% 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).

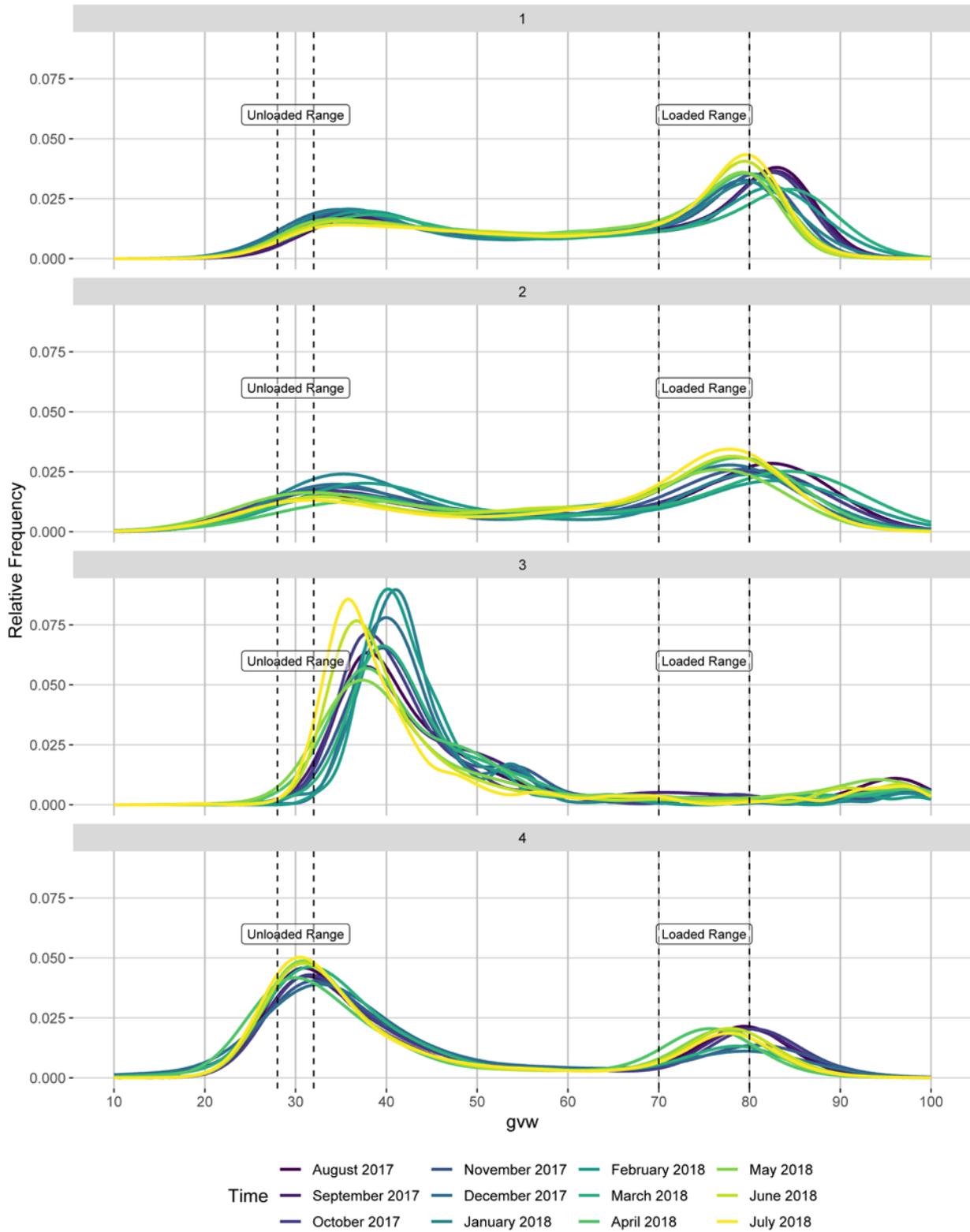
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

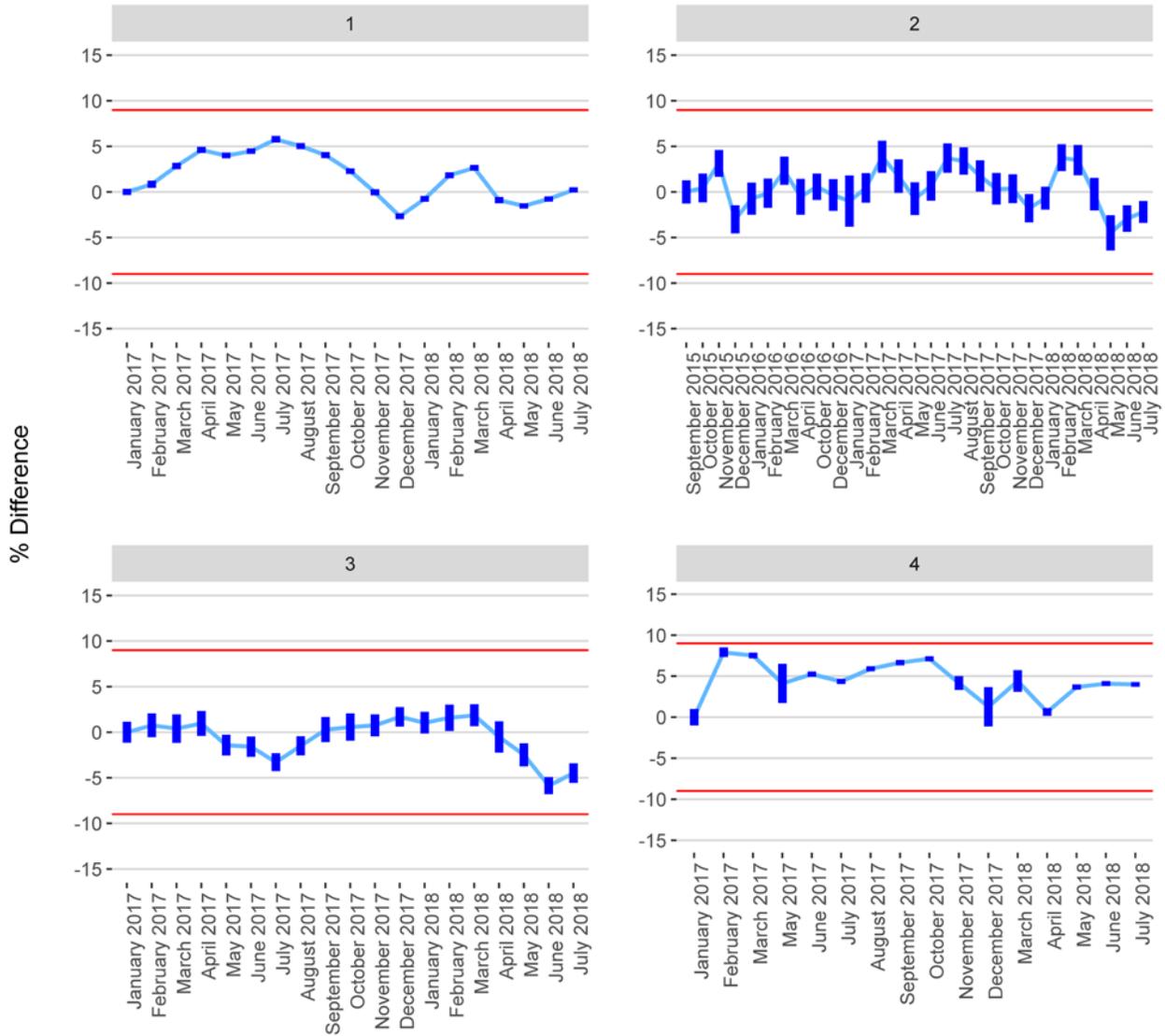
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

Figure 1 - Monthly Class 9 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

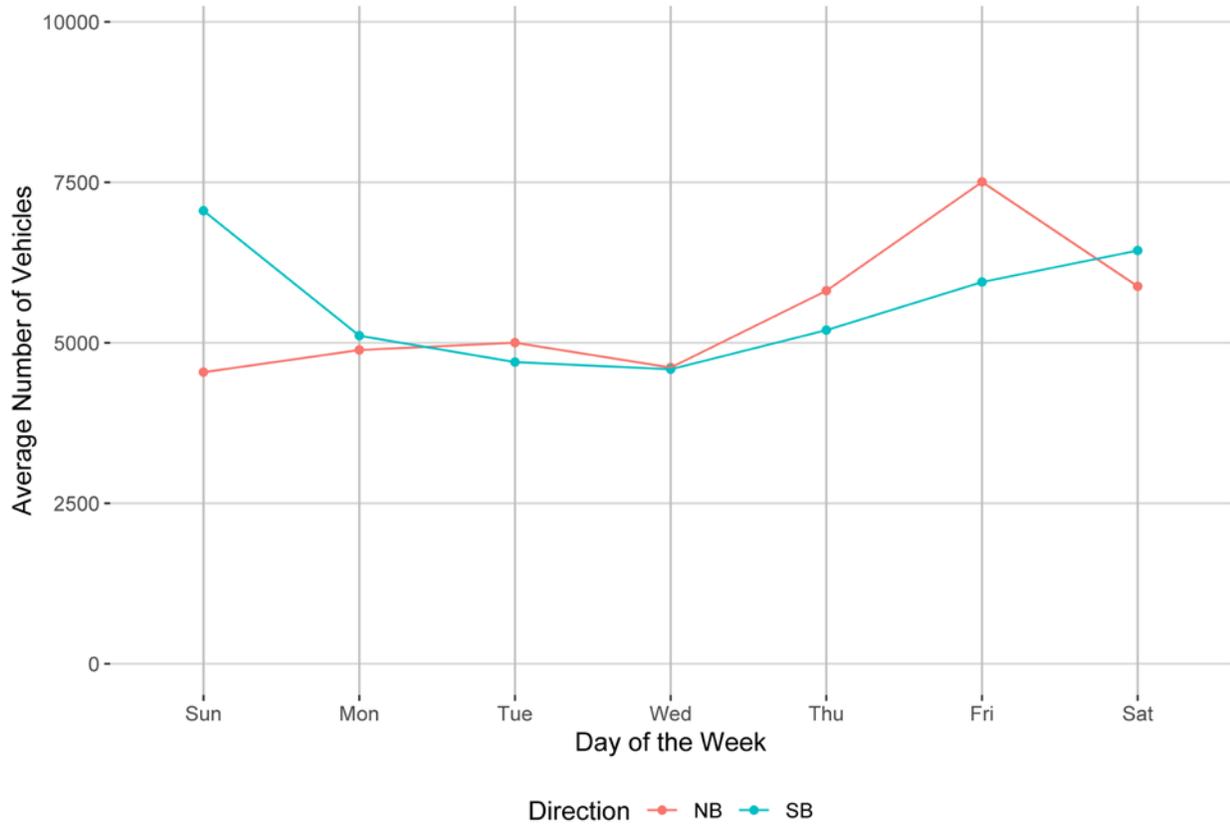


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

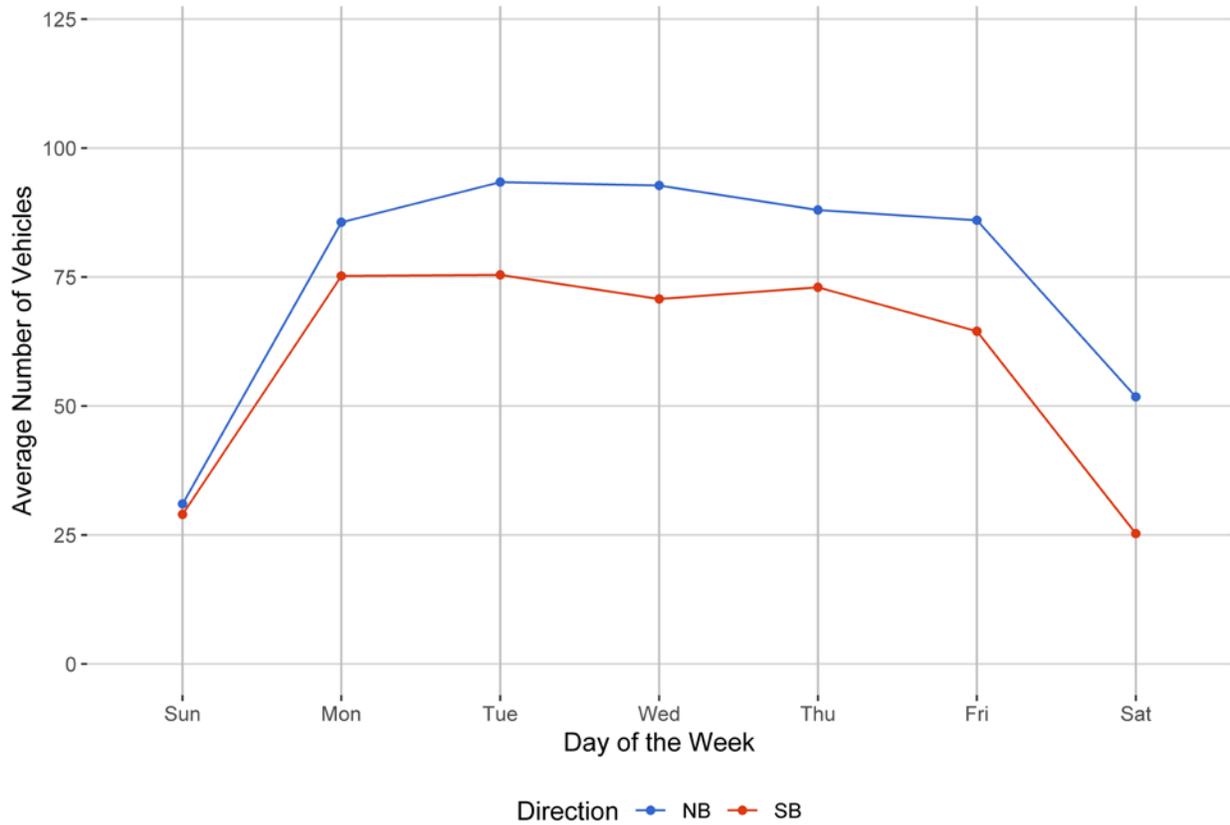


Figure 4 - Passenger Vehicles vs. Hour of the Day

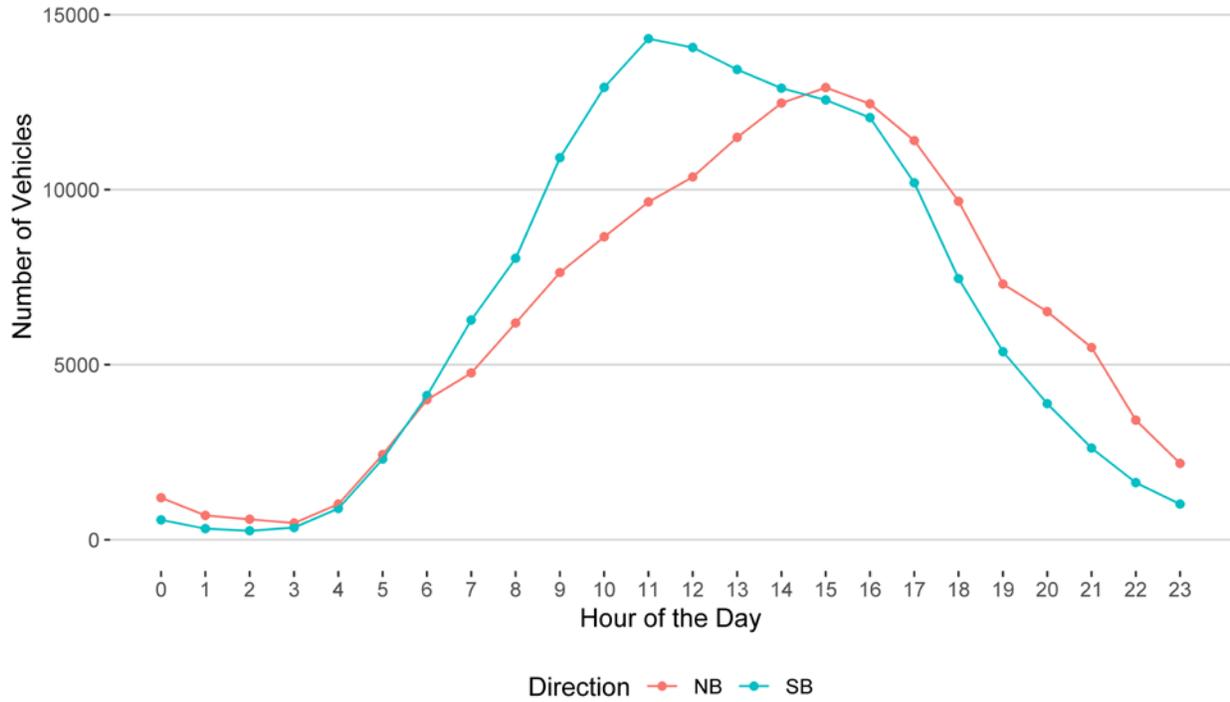


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

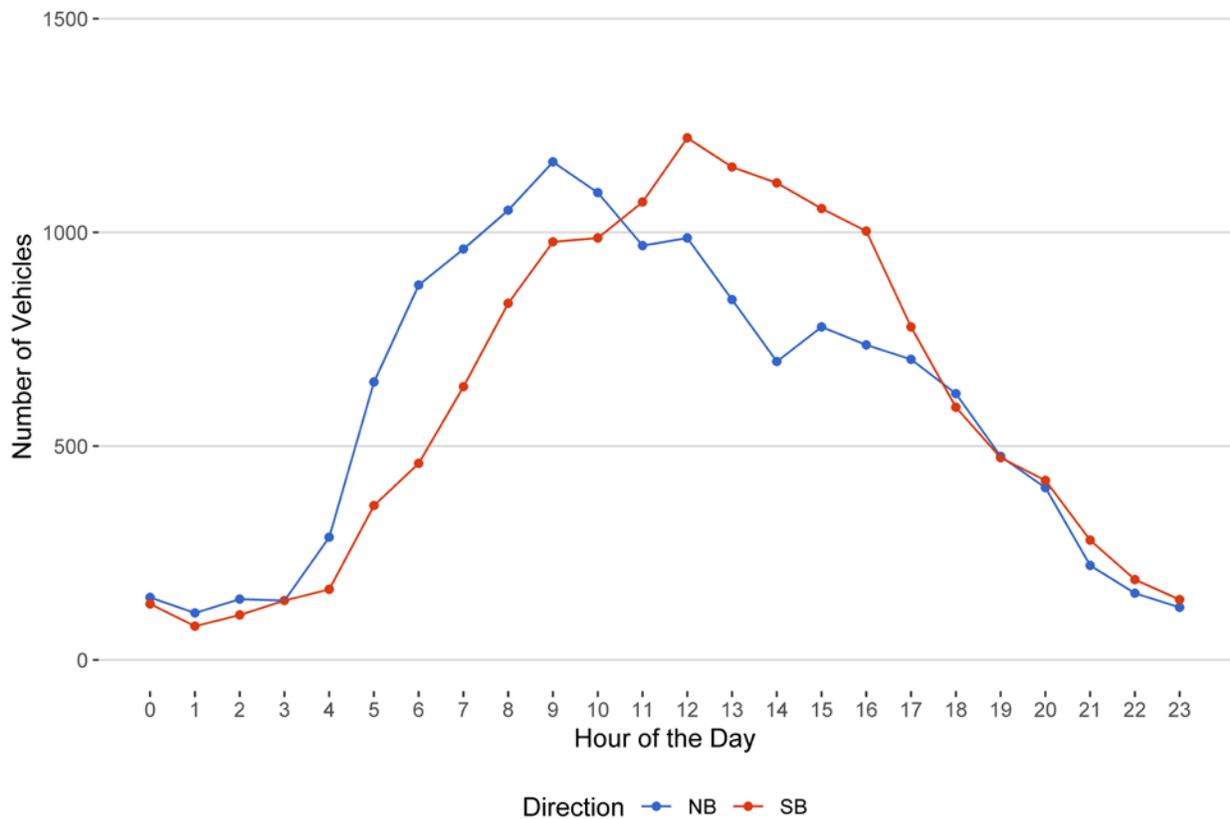


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

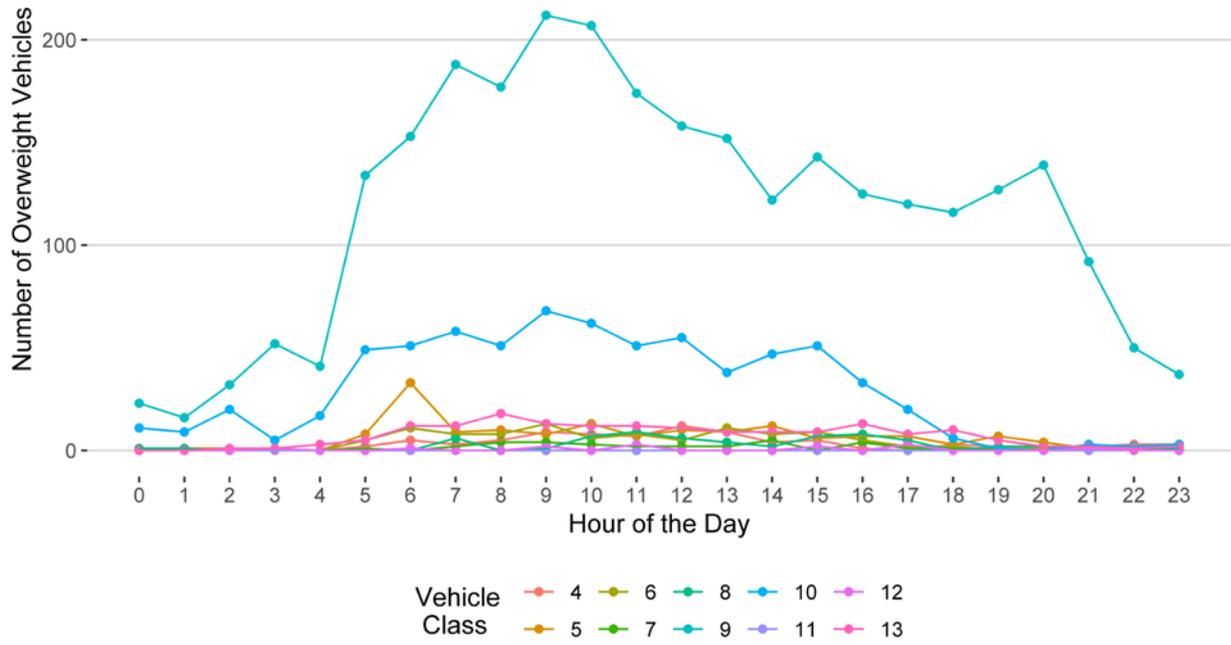


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

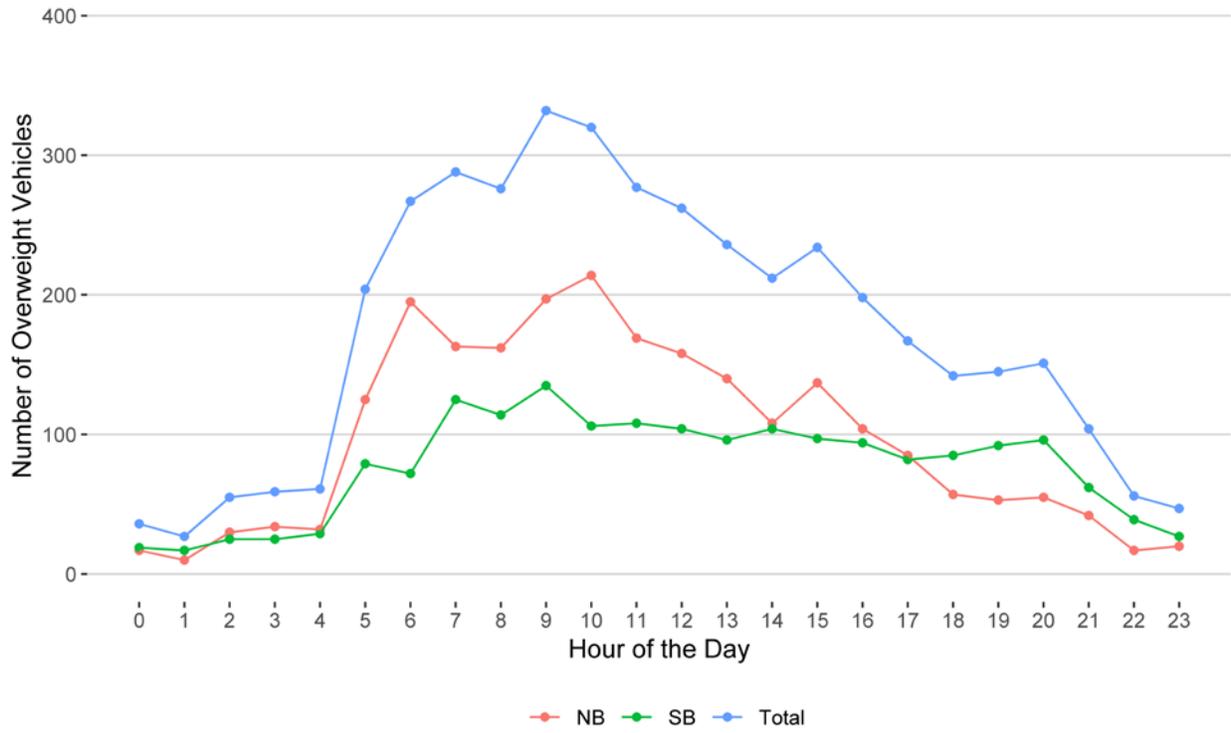
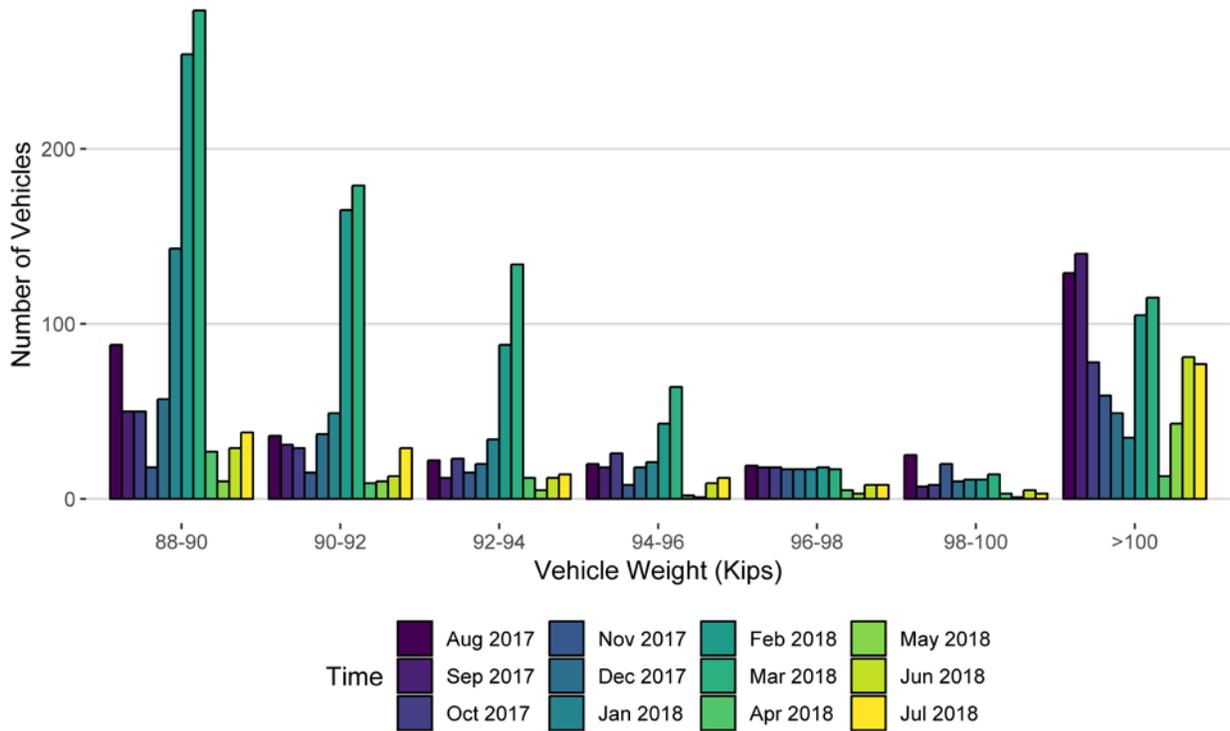
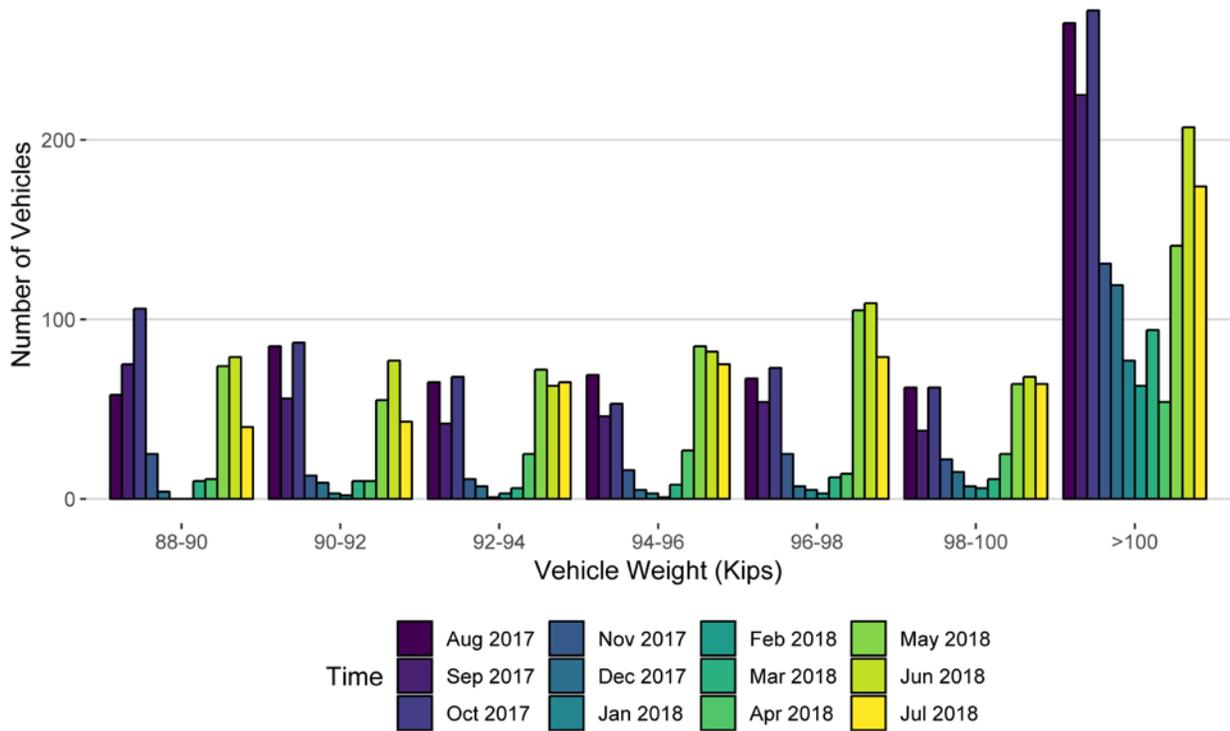


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018
88-90	88	50	50	18	57	143	254	279	27	10	29	38
90-92	36	31	29	15	37	49	165	179	9	10	13	29
92-94	22	12	23	15	20	34	88	134	12	5	12	14
94-96	20	18	26	8	18	21	43	64	2	1	9	12
96-98	19	18	18	17	17	17	18	17	5	3	8	8
98-100	25	7	8	20	10	11	11	14	3	1	5	3
>100	129	140	78	59	49	35	105	115	13	43	81	77
Total	339	276	232	152	208	310	684	802	71	73	157	181

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



Vehicle Weights (Kips)	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018
88-90	58	75	106	25	4	0	0	10	11	74	79	40
90-92	85	56	87	13	9	3	2	10	10	55	77	43
92-94	65	42	68	11	7	1	3	6	25	72	63	65
94-96	69	46	53	16	5	3	1	8	27	85	82	75
96-98	67	54	73	25	7	5	3	12	14	105	109	79
98-100	62	38	62	22	15	7	6	11	25	64	68	64
>100	265	225	272	131	119	77	63	94	54	141	207	174
Total	671	536	721	243	166	96	78	151	166	596	685	540

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

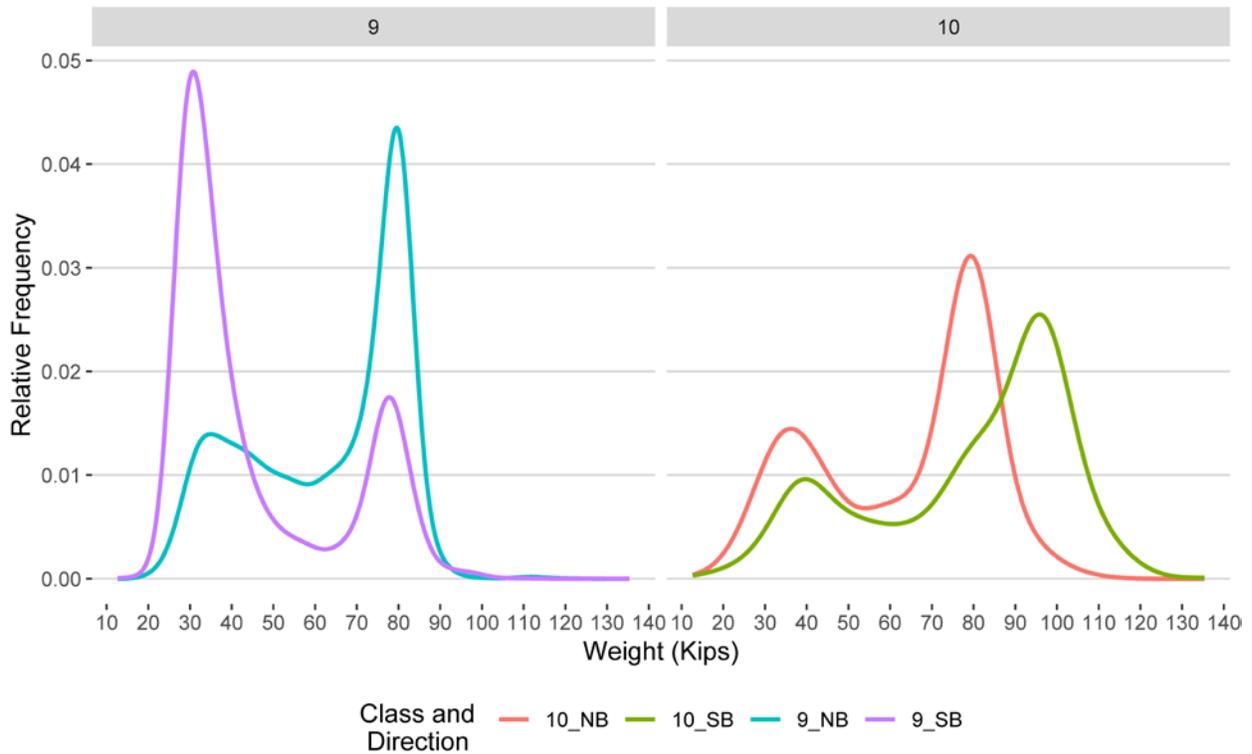


Figure 9 - Freight Percentage by Direction and Class

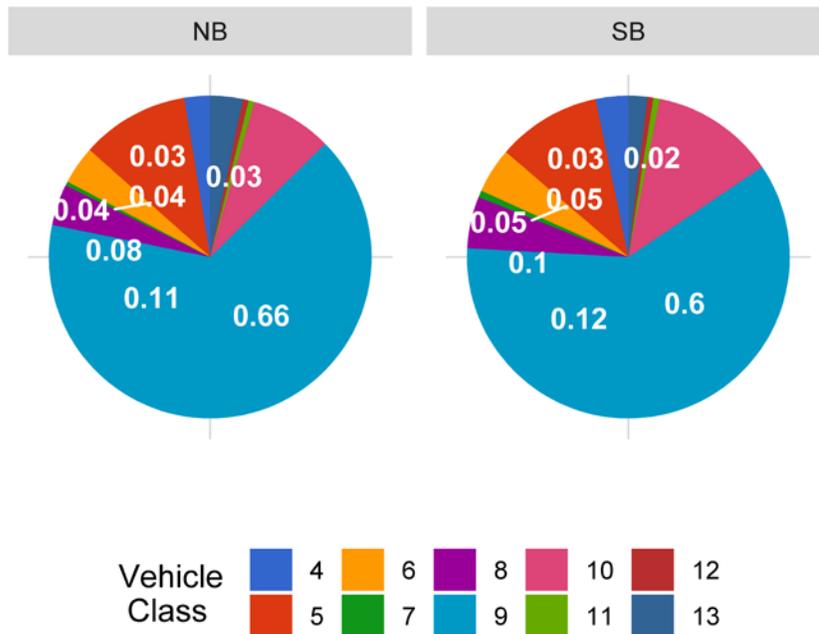


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

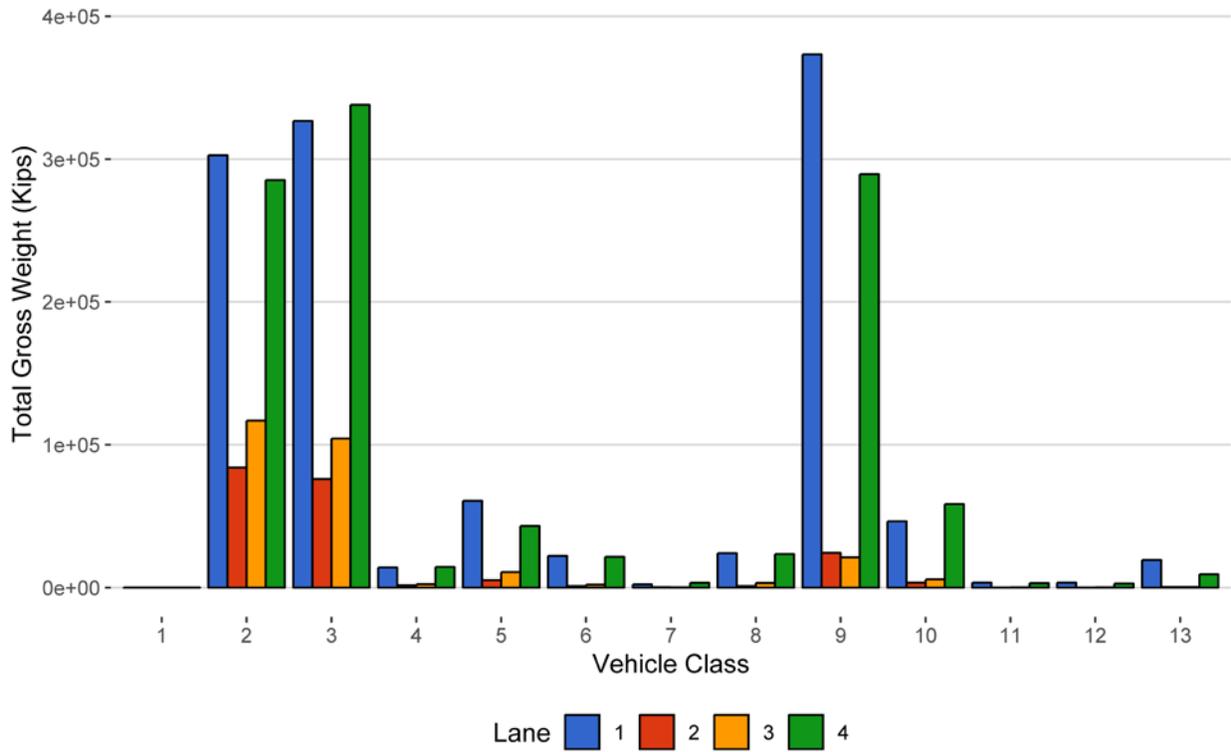


Figure 11 - Total Gross Vehicle Weight t

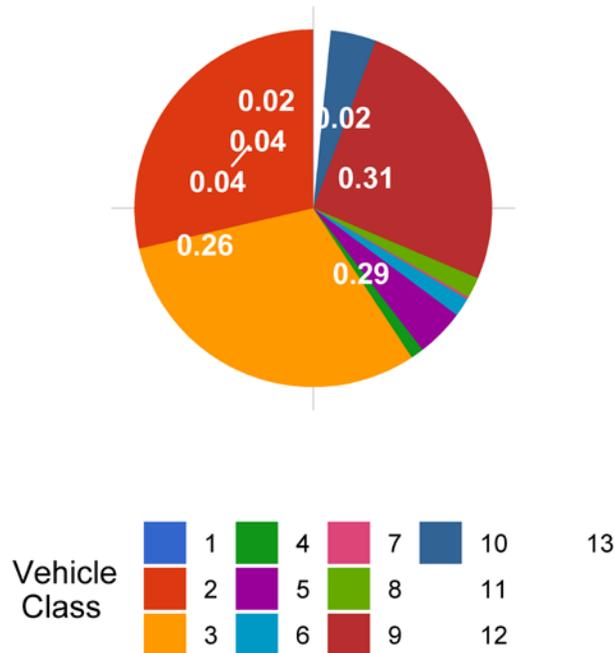


Figure 12 - Total ESALs by Class and Lane

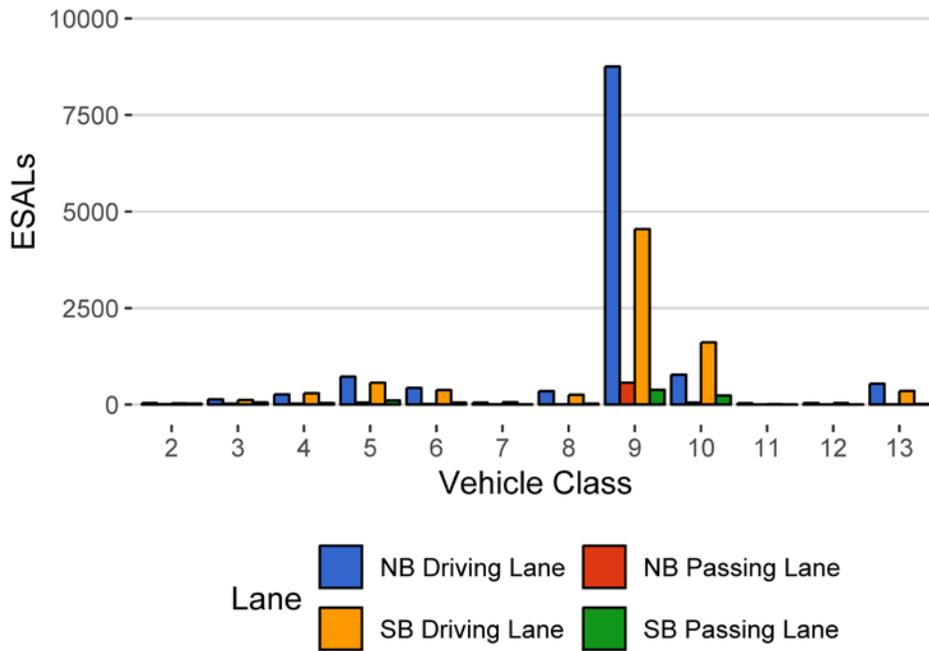


Figure 13 - ESALs by Class

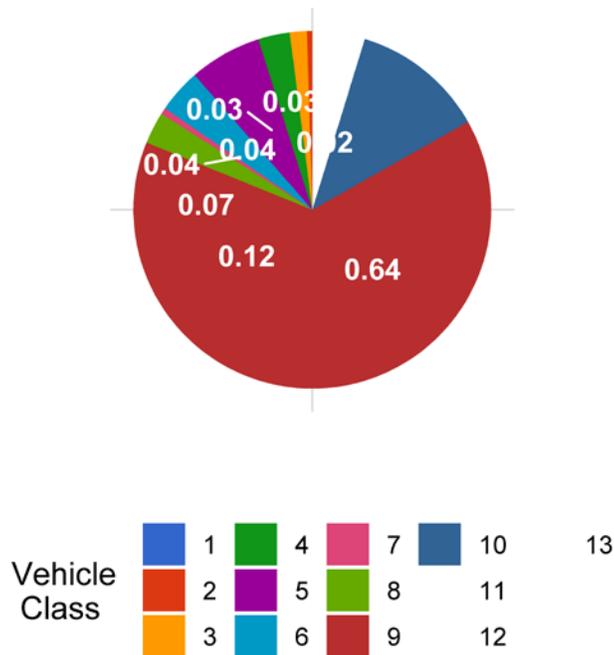


Table 1 Class 9 Front Axle Weight by Lane

<i>Month</i>	<i>Lane 1 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 2 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 3 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 4 (kips)</i>	<i>Front Axle +/- 9%</i>
September 2015	NA	NA	11.27	0.00	NA	NA	NA	NA
October 2015	NA	NA	11.32	0.45	NA	NA	NA	NA
November 2015	NA	NA	11.62	3.14	NA	NA	NA	NA
December 2015	NA	NA	10.93	-3.01	NA	NA	NA	NA
January 2016	NA	NA	11.19	-0.73	NA	NA	NA	NA
February 2016	NA	NA	11.25	-0.14	NA	NA	NA	NA
March 2016	NA	NA	11.53	2.33	NA	NA	NA	NA
April 2016	NA	NA	11.21	-0.53	NA	NA	NA	NA
October 2016	NA	NA	11.33	0.56	NA	NA	NA	NA
December 2016	NA	NA	11.23	-0.34	NA	NA	NA	NA
January 2017	12.25	0.00	11.15	-1.01	13.55	0.00	9.66	0.00
February 2017	12.36	0.85	11.32	0.45	13.65	0.76	10.42	7.91
March 2017	12.60	2.86	11.70	3.86	13.60	0.40	10.38	7.51
April 2017	12.82	4.61	11.46	1.73	13.68	0.97	NA	NA
May 2017	12.74	3.99	11.19	-0.74	13.36	-1.41	10.05	4.12
June 2017	12.80	4.47	11.34	0.66	13.33	-1.59	10.16	5.25
July 2017	12.96	5.78	11.69	3.71	13.10	-3.28	10.08	4.36
August 2017	12.87	5.03	11.65	3.40	13.35	-1.49	10.23	5.90
September 2017	12.75	4.04	11.47	1.75	13.59	0.29	10.30	6.65
October 2017	12.53	2.29	11.31	0.34	13.63	0.57	10.34	7.12
November 2017	12.25	-0.04	11.31	0.36	13.65	0.76	10.06	4.16
December 2017	11.93	-2.67	11.07	-1.79	13.78	1.69	9.78	1.27
January 2018	12.16	-0.76	11.19	-0.68	13.69	1.05	NA	NA
February	12.48	1.83	11.69	3.76	13.76	1.58	NA	NA

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

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	4	124	0	0	0
2	6180	191586	55.5	0	0
3	4007	124209	36	0	0
4	39	1221	0.4	85	2.1
5	275	8535	2.5	156	3.8
6	48	1485	0.4	105	2.5
7	4	113	0	33	0.8
8	67	2076	0.6	62	1.5
9	430	13318	3.9	2790	67.6
10	52	1615	0.5	711	17.2
11	9	265	0.1	0	0
12	4	135	0	13	0.3
13	10	311	0.1	170	4.1
TOTAL	11129	344993	100	4125	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>
2018-07-12	Thursday	10:17:23	10	SB	4	135.37
2018-07-09	Monday	06:06:49	10	SB	3	130.98
2018-07-27	Friday	10:14:58	9	SB	4	124.73
2018-07-14	Saturday	07:55:14	9	NB	1	123.97
2018-07-13	Friday	17:56:13	9	NB	1	121.89
2018-07-31	Tuesday	10:23:01	10	SB	3	121.6
2018-07-18	Wednesday	17:58:05	9	NB	1	120.95
2018-07-27	Friday	15:28:53	10	SB	3	119.67
2018-07-03	Tuesday	12:59:29	10	SB	3	119.55
2018-07-03	Tuesday	11:11:25	10	SB	3	118.88

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	577	118	20.5	14081	1547	3598
5	NB	8	4525	370	8.2	63223	2666	14992
6	NB	19	729	63	8.6	22164	1079	4755
7	NB	11.5	45	0	0	2420	0	951
8	NB	31	973	597	61.4	14995	10096	1669
9	NB	33	6297	513	8.1	382406	15253	95767
10	NB	33.5	780	84	10.8	47320	2410	12002
11	NB	36.5	132	105	79.5	1596	2000	305
12	NB	36.5	68	15	22.1	3155	348	610
13	NB	31.5	214	0	0	19743	0	6501
TOTAL	****	****	14340	1865	****	571103	****	141151
<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	629	96	15.3	15477	1266	3741
5	SB	8	3903	491	12.6	50428	3491	11566
6	SB	19	737	78	10.6	22057	1364	4768
7	SB	11.5	67	0	0	3526	0	1378
8	SB	31	1077	737	68.4	12463	14205	961
9	SB	33	6854	2705	39.5	231179	79414	47131
10	SB	33.5	815	27	3.3	63399	735	18500
11	SB	36.5	130	102	78.5	1302	2024	140
12	SB	36.5	65	18	27.7	2558	431	421
13	SB	31.5	93	0	0	9786	0	3428
TOTAL	****	****	14370	4254	****	412176	****	92036
GRAND TOTAL	****	****	28710	6119	475	983279	138329	233187

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	84	27	26	21	158	0
2	302716	83966	116814	285225	788721	28.6
3	326669	75963	104330	337964	844926	30.7
4	14067	1561	2332	14412	32372	1.2
5	60746	5143	10849	43070	119809	4.3
6	22155	1087	1969	21452	46664	1.7
7	2186	234	214	3312	5947	0.2
8	24081	1009	3221	23447	51758	1.9
9	373349	24310	21178	289416	708252	25.7
10	46341	3389	5708	58426	113864	4.1
11	3480	115	176	3150	6921	0.3
12	3425	78	210	2780	6493	0.2
13	19354	389	428	9358	29529	1.1
TOTAL	1198656	197271	267455	1092032	2755414	100
GVW/LANE	43.5	7.16	9.71	39.63	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	0.0081
2	41	11	26	31	109	0.49	0.0012
3	138	24	58	119	339	1.53	0.0056
4	267	27	44	296	634	2.86	1.05
5	726	51	107	567	1450	6.54	0.35
6	432	17	49	380	879	3.97	1.2
7	53	6	8	64	131	0.59	2.26
8	350	7	28	254	638	2.88	0.63
9	8755	566	384	4548	14252	64.32	2.17
10	775	49	234	1615	2674	12.07	3.35
11	34	0	0	14	49	0.22	0.4
12	40	0	1	40	81	0.36	1.2
13	542	8	19	353	922	4.16	5.82
TOTAL	12153	767	958	8281	22158	100	18
ESALS/LANE	54.8	3.5	4.3	37.4	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>
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
Jun 2018	322699	10757	940	294501	91.3	28198.1	8.7	90.5	9.5
Jul 2018	344993	11129	938	315918	91.6	29075.1	8.4	90.7	9.3
TOTAL	3008390	-	-	2769640	-	238751	-	-	-
AVERAGE	250699	8230	652	230803	92	19896	8	89	11

ESALS

<i>Month</i>	<i>ESALS NB Passing Lane</i>	<i>ESALS NB Driving Lane</i>	<i>ESALS SB Driving Lane</i>	<i>ESALS SB Passing Lane</i>	<i>Total ESALS</i>	<i>Driving Lane ESALS %</i>	<i>Passing Lane ESALS %</i>	<i>Pavement Life Decrease Months</i>
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
Jun 2018	11493	815	1013	9537	22857	92	8	3.5
Jul 2018	12319	772	968	8324	22382	92	8	6.5
TOTAL	252491	7950	12476	109116	382033	-	-	-
AVERAGE	21041	662	1040	9093	31836	94	6	13

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>
Aug 2017	825230	86740	100718	162052	1174740
Sep 2017	818040	85005	93348	153344	1149736
Oct 2017	897695	103424	129546	244500	1375165
Nov 2017	749520	88531	110315	462367	1410733
Dec 2017	1019948	141819	177143	923114	2262024
Jan 2018	1194612	198846	235069	1090007	2718534
Feb 2018	1200888	197432	267870	1094248	2760438
Mar 2018	1208868	202501	206603	1102509	2720481
Apr 2018	1055974	165403	173645	982897	2377919
May 2018	1034880	137948	160634	994865	2328327
Jun 2018	864848	109802	135880	388739	1499269
Jul 2018	847068	95361	130293	218569	1291292
TOTAL	11717570	1612812	1921064	7817211	23068658
AVERAGE	976464	134401	160089	651434	1922388

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>
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
Jun 2018	4353	1.4	15.5	843	362
Jul 2018	4156	1.2	14.4	724	320
TOTAL	43444	-	-	8331	3464
AVERAGE	3620.3	1.5	17.8	694.2	288.7

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>
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
Jun 2018	140596	106134	246729	57	43
Jul 2018	141151	92036	233187	60.5	39.5
TOTAL	1488872	721394	2210266	-	-
AVERAGE	124072.7	60116.2	184188.8	71.6	28.4