

APRIL 2018



08/03/2005

**WIM #34  
MN 23, MP 122.1  
CLARA CITY, MN**

**MONTHLY  
REPORT**



2009/10/20

*Your Destination...Our Priority*



## WIM Site Location

WIM #34 is located on MN 23 near Clara City in Chippewa county.

## System Operation

WIM #34 was operational for the entire month of April 2018. Volume was computed using all monthly data.

## System Calibration

WIM #34 was most recently calibrated on 2015-06-17. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for lane 1 but not lane 2. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation <sup>2</sup>. 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: 89350 | Passenger Vehicles: 75774 | Heavy Commercial Vehicles: 13576

Monthly Average Daily Traffic (MADT): 2978 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 453

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 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 03 PM and 05 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 03 PM and 05 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 5's.

## Overweight HCVs

**Volume trends.** Of a total of 13576 HCVs, 1516 of them were overweight<sup>3</sup>. These overweight HCVs contributed to 1.7% of total monthly volume, and 11.2% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Mondays, with lowest volumes reported on Saturdays. 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 13 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 79.3% 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 March.

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<sup>4</sup>.

Using normal load limits ,64 NB vehicles exceeded 88,000 pounds (44 vehicles were Class 13's; 15 vehicles were Class 10's). Of vehicles traveling SB,

362 NB vehicles exceeded 88,000 pounds (254 vehicles were Class 13's; 84 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 115188 tons of freight was recorded to have crossed the WIM. More freight was shipped SB (66.1%) than NB (33.9%). See Table 4 and Figure 11 for more freight information.

## Infrastructure Considerations

**Bridge.** Bridge No. 12012 is approximately 3.8 miles north of WIM #34, and Bridge No. 12004 is 3.1 miles south of WIM #34. WIM #34 recorded a total of 89350 vehicles with a combined GVW of 953434 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 9647 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 64.8% of all ESALs were recorded SB while 35.2% was observed NB. In particular, 64% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 41% 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).

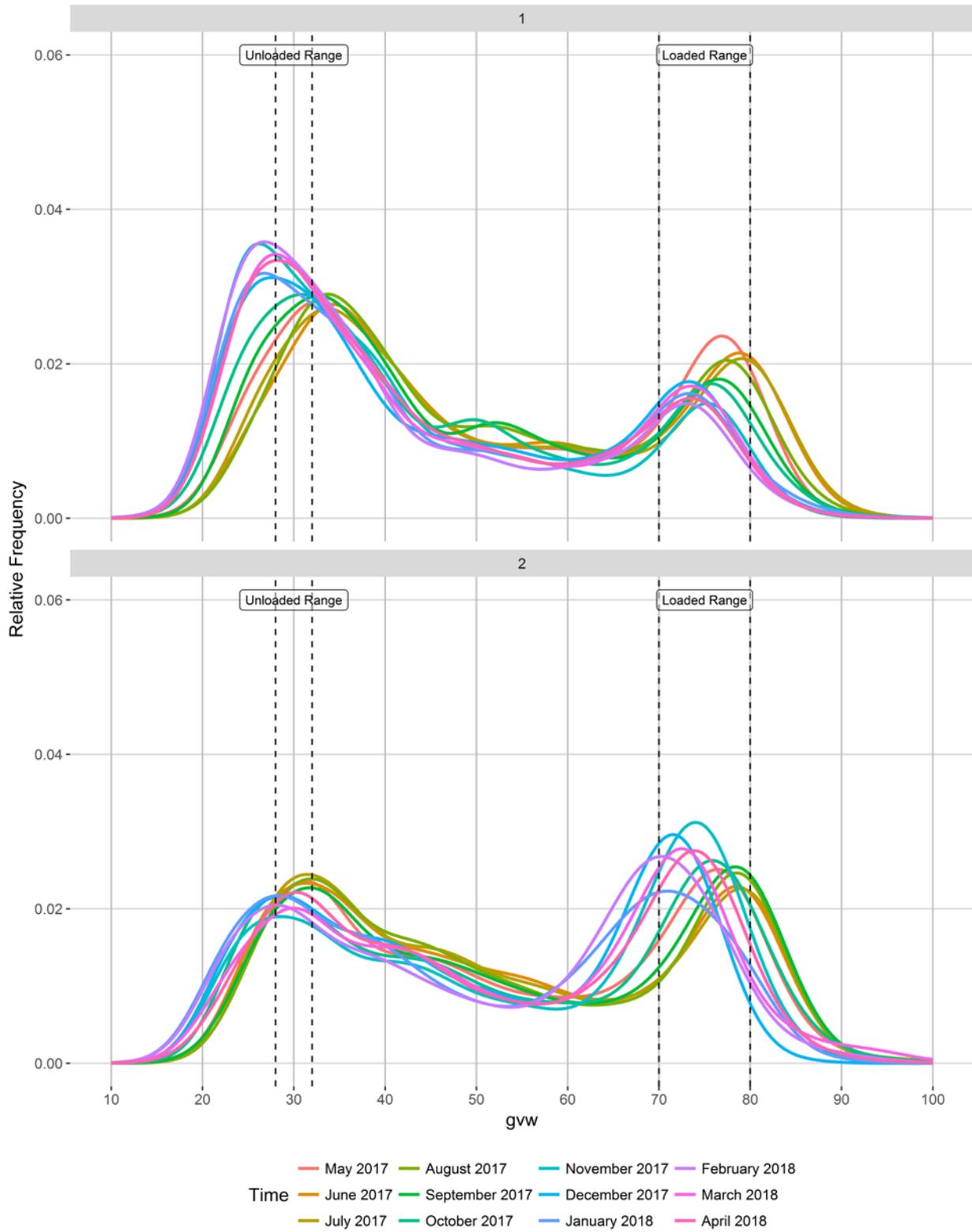
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

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>

- <sup>1</sup> 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
- <sup>2</sup> 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.
- <sup>3</sup> 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](http://www.mrr.dot.state.mn.us/research/seasonal_load_limits/sllindex.asp)
- <sup>4</sup> For example, Class 9s and 10s can legally have gross vehicle weights up to 80,000 lbs (with the exception of permitted loads) during normal load limits. To account for measurement error on the WIM scales, those exceeding 10% of the legal GVW maximum (or 1.1 times the legal GVW) should be screened (e.g., 80,000 lbs + 8,000 lbs = 88,000 lbs). Similarly during WLI vehicles weighing 96,800 lbs should be screened.

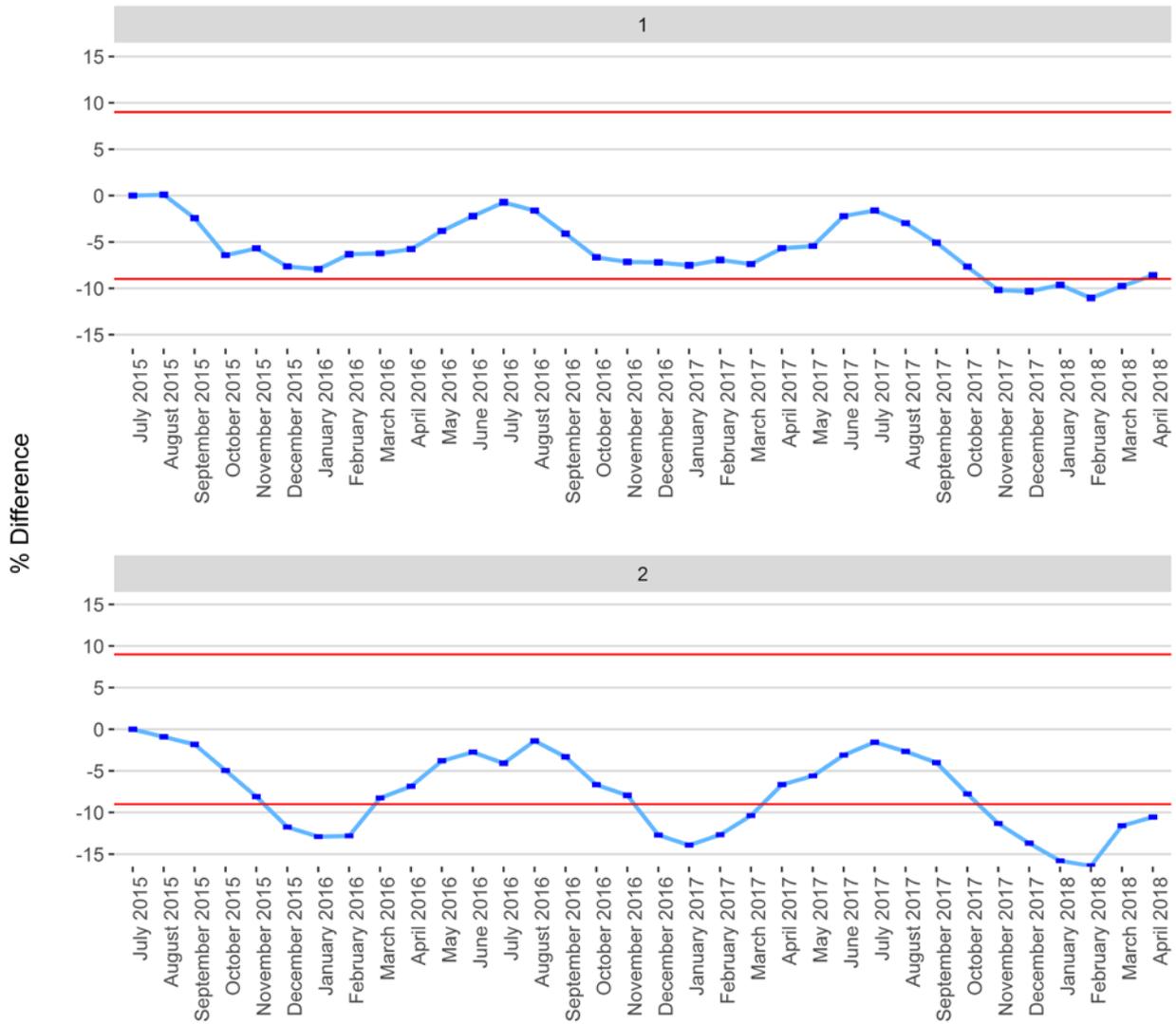
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Figure 1 - Monthly Class 9 GVW Histogram



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

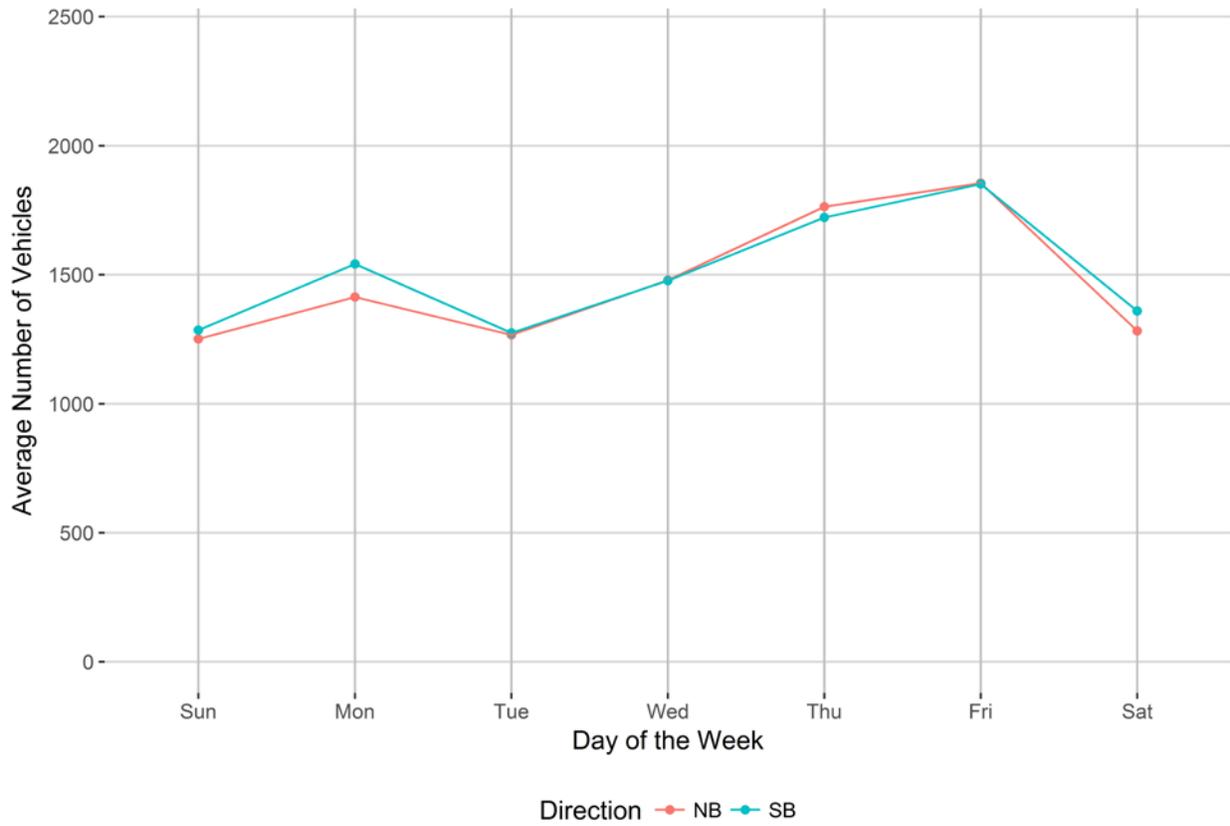


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

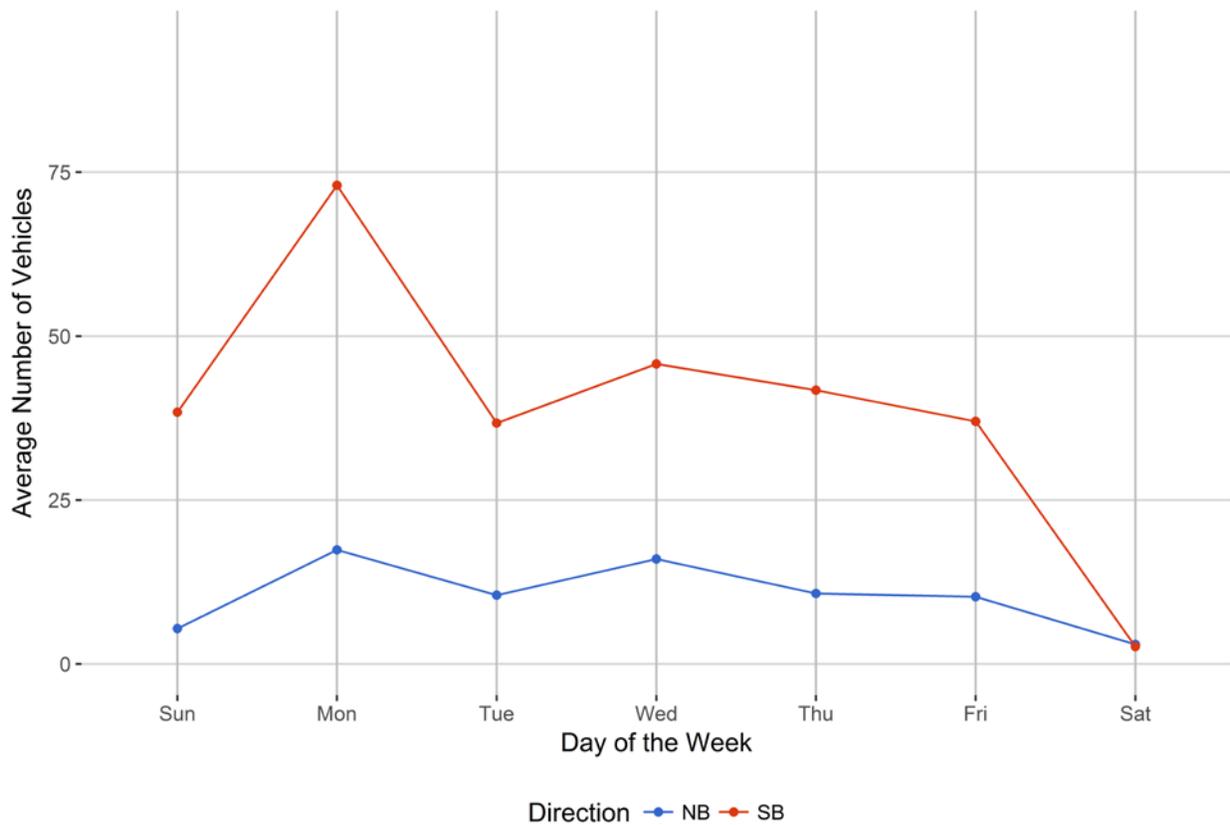


Figure 4 - Passenger Vehicles vs. Hour of the Day

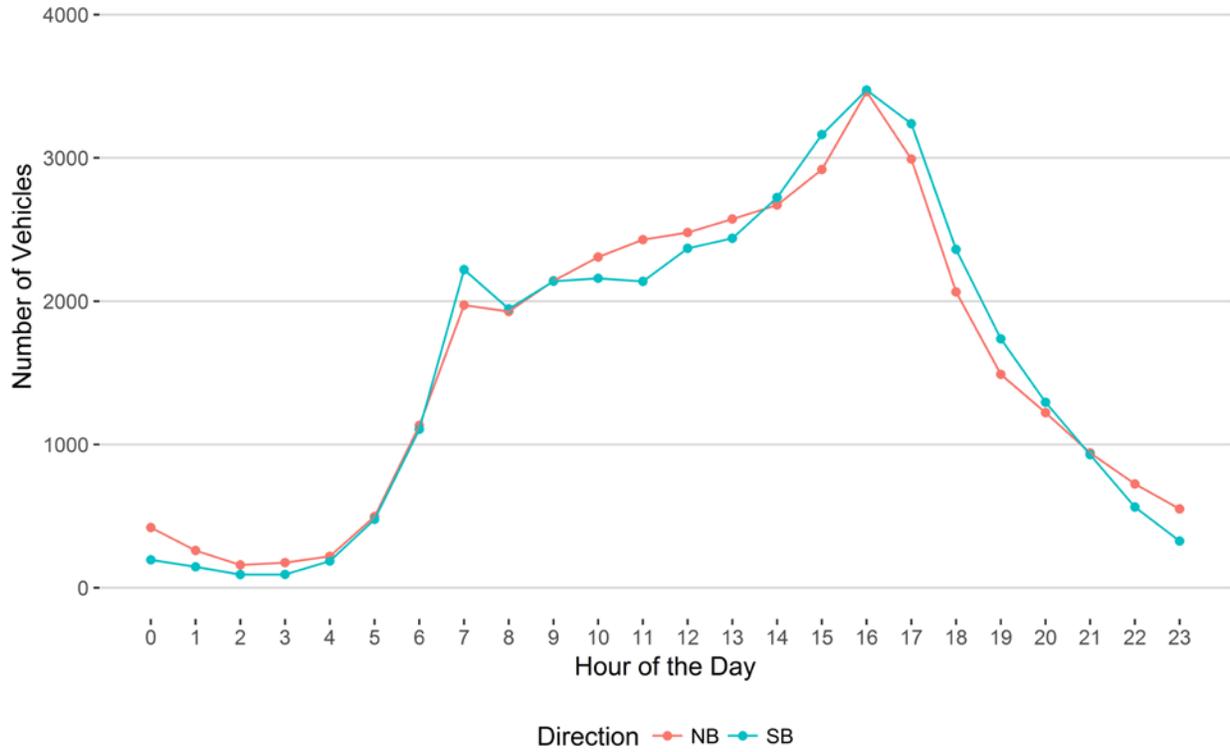


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

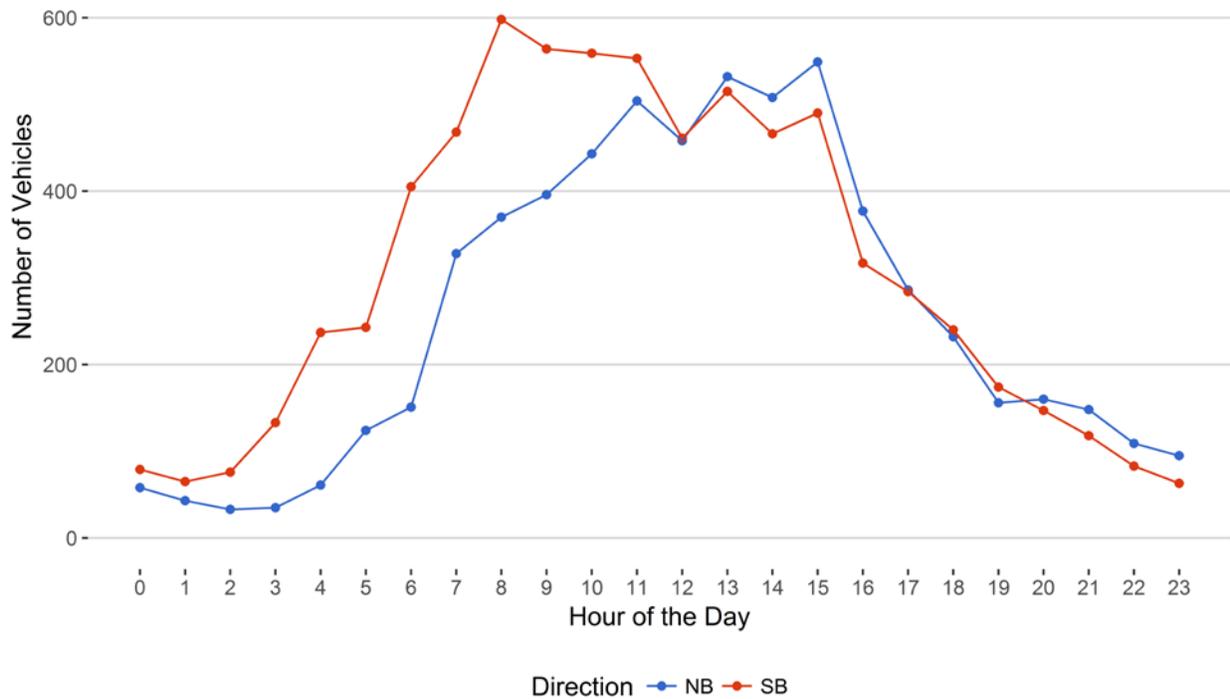




Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

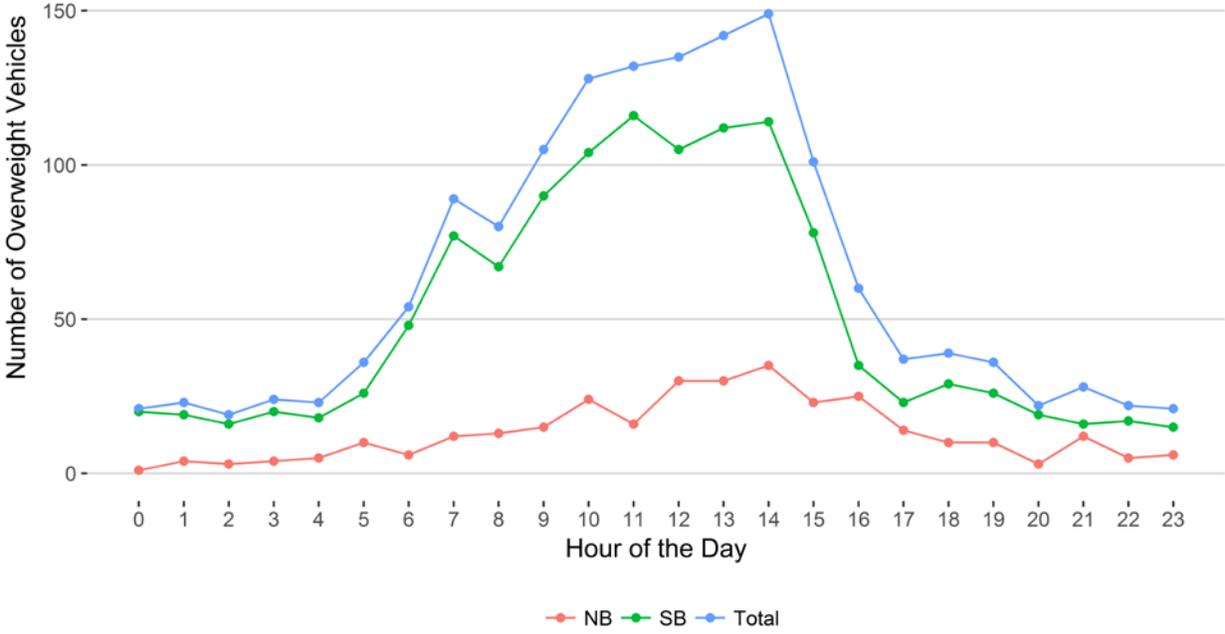
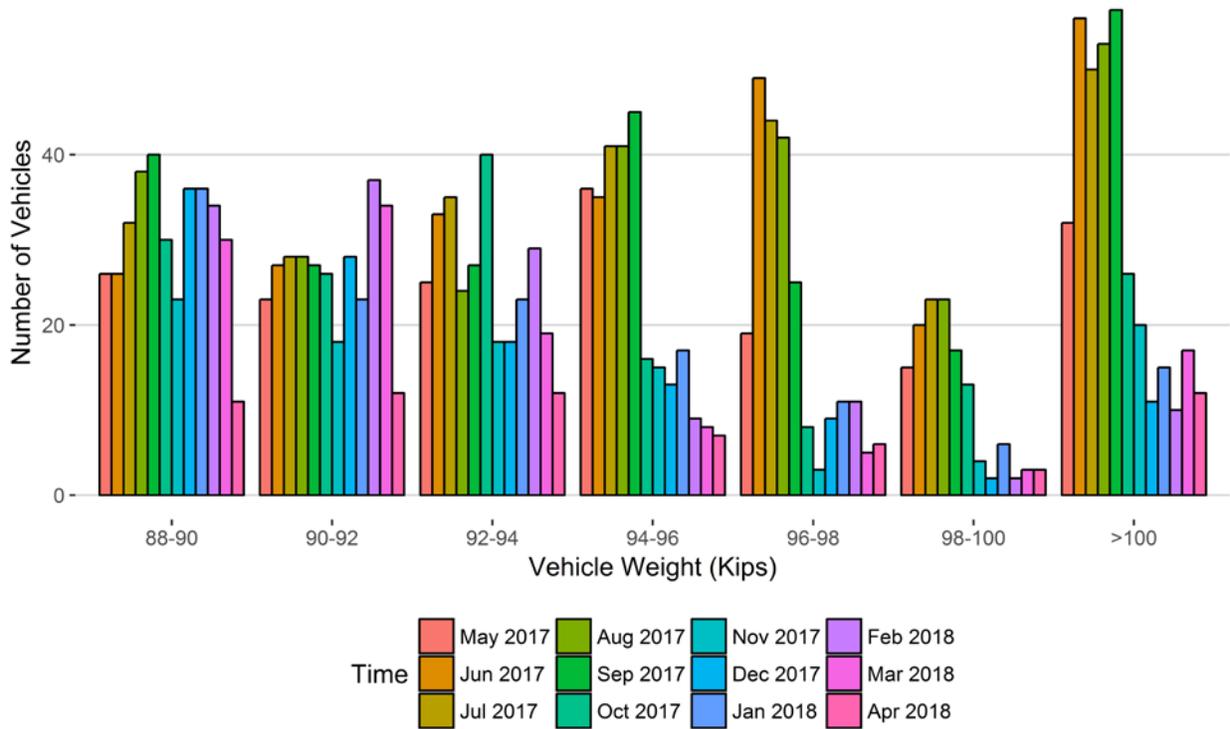
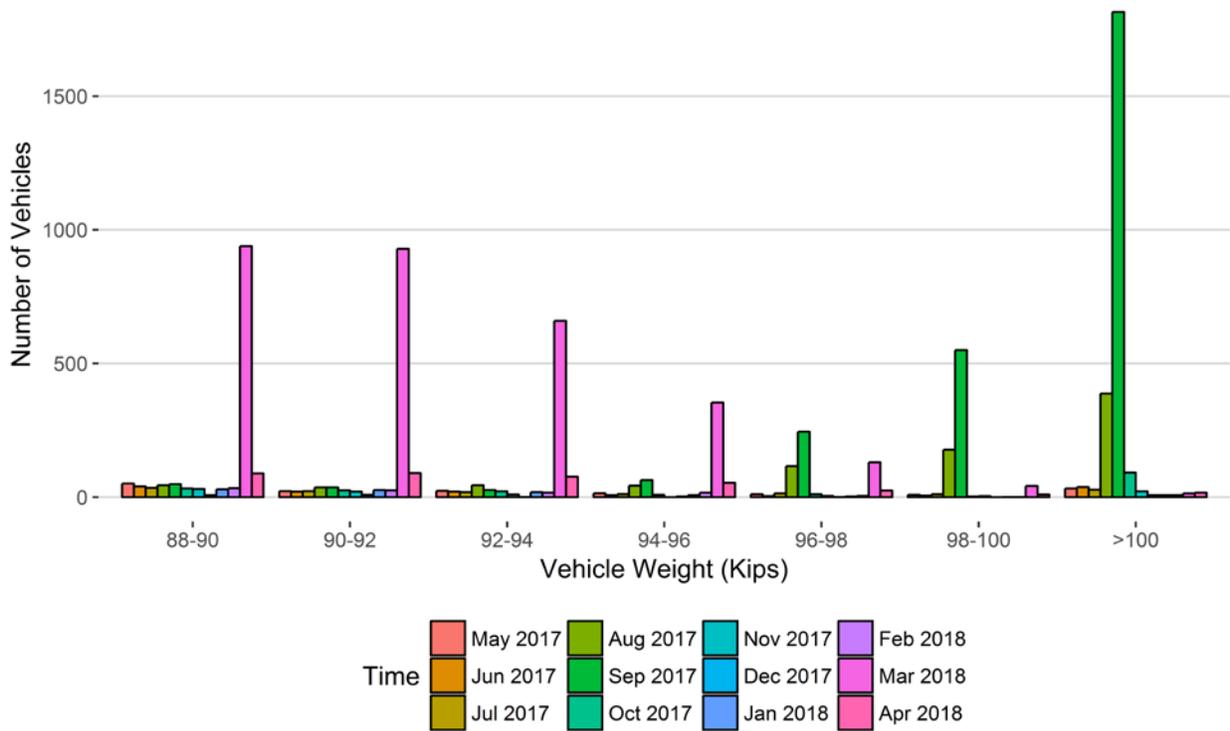


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018
88-90	26	26	32	38	40	30	23	36	36	34	30	11
90-92	23	27	28	28	27	26	18	28	23	37	34	12
92-94	25	33	35	24	27	40	18	18	23	29	19	12
94-96	36	35	41	41	45	16	15	13	17	9	8	7
96-98	19	49	44	42	25	8	3	9	11	11	5	6
98-100	15	20	23	23	17	13	4	2	6	2	3	3
>100	32	56	50	53	57	26	20	11	15	10	17	12
Total	176	246	253	249	238	159	101	117	131	132	116	63

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



Vehicle Weights (Kips)	May 2017	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018
88-90	51	40	35	45	49	33	31	8	30	34	939	89
90-92	23	21	23	37	37	26	21	9	27	26	929	90
92-94	24	21	19	45	27	22	10	1	19	17	660	77
94-96	15	8	12	43	64	9	0	3	8	17	354	54
96-98	11	4	14	116	245	11	5	1	3	5	131	25
98-100	9	6	11	178	550	3	4	0	1	1	42	10
>100	33	38	28	388	1815	92	22	8	8	8	14	17
Total	166	138	142	852	2787	196	93	30	96	108	3069	362

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

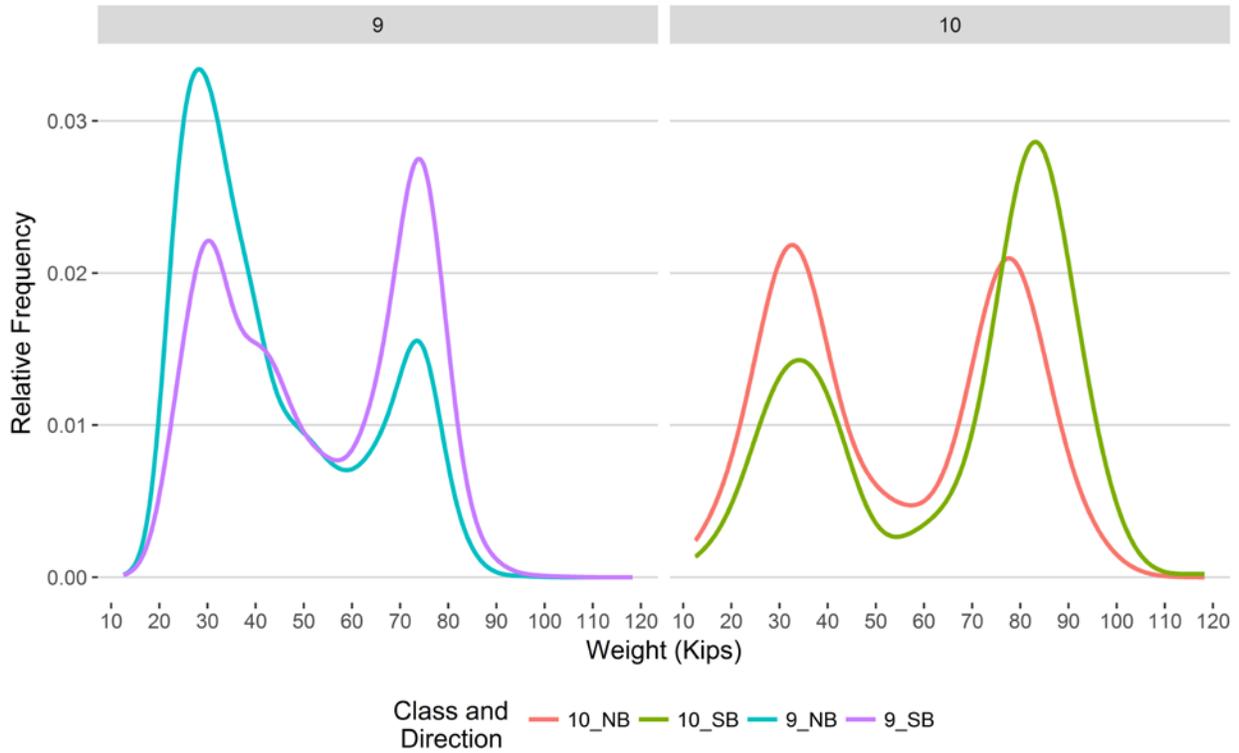


Figure 9 - Freight Percentage by Direction and Class

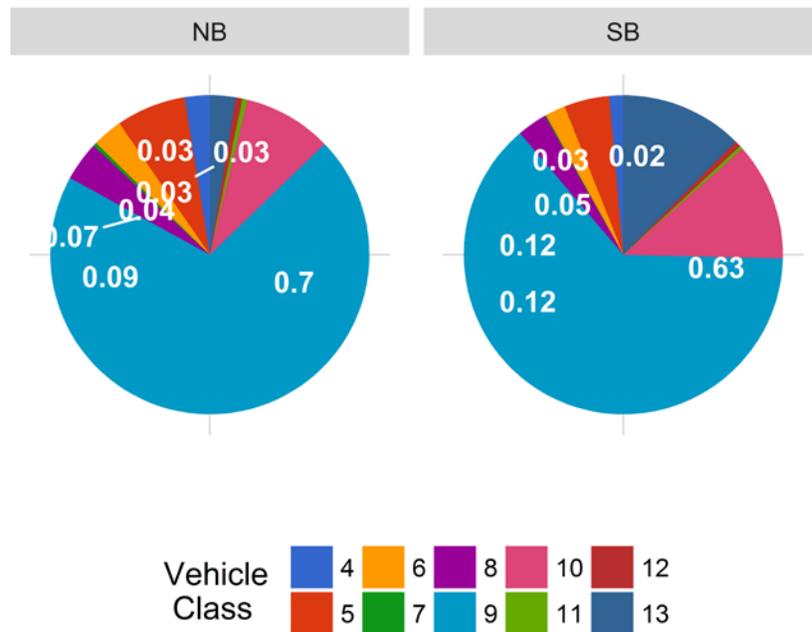


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

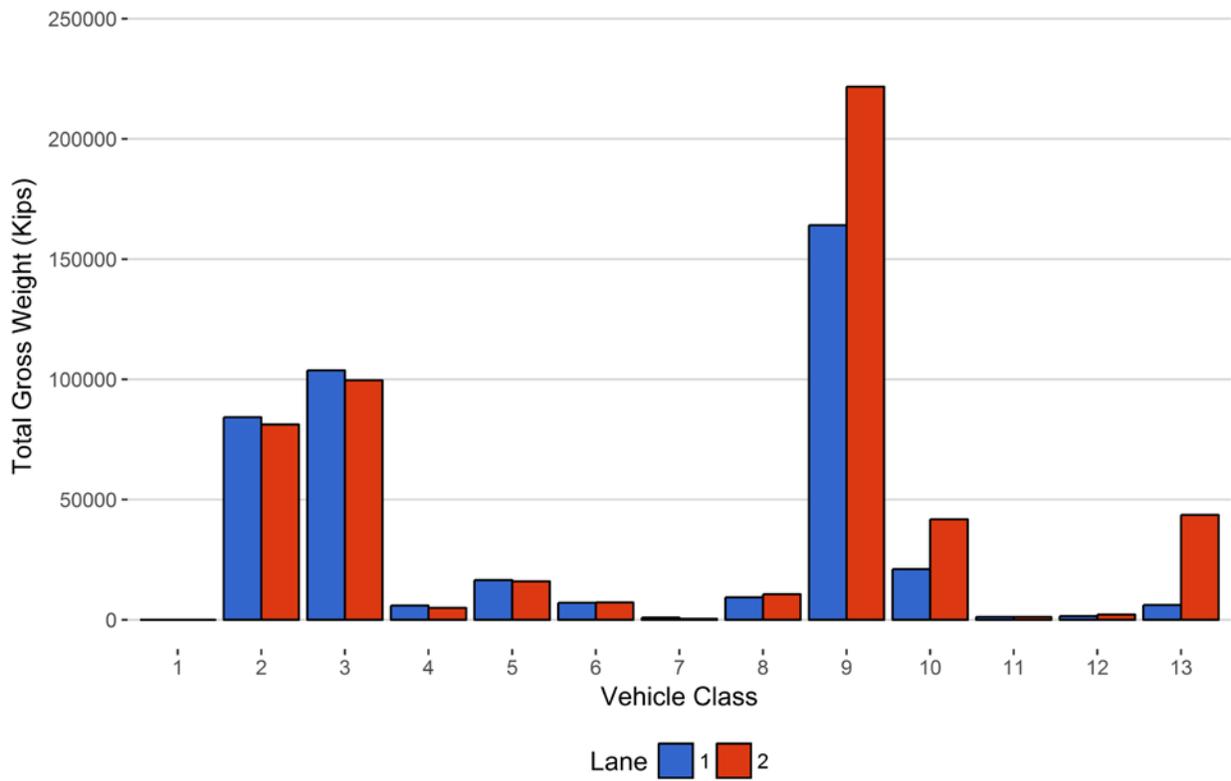


Figure 11 - Total Gross Vehicle Weight I

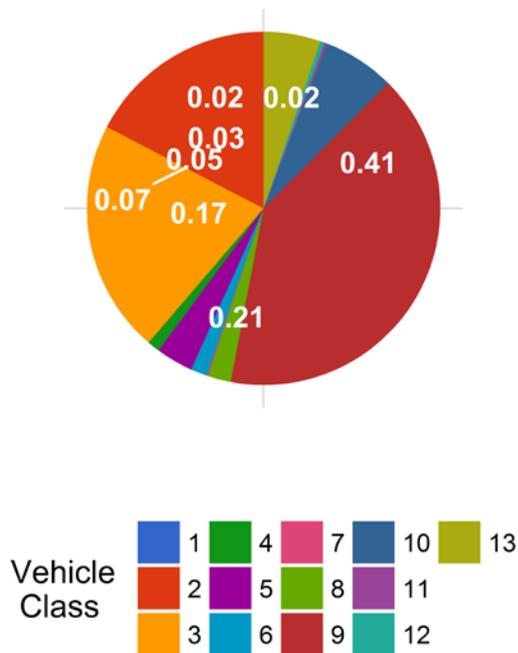


Figure 12 - Total ESALs by Class and Lane

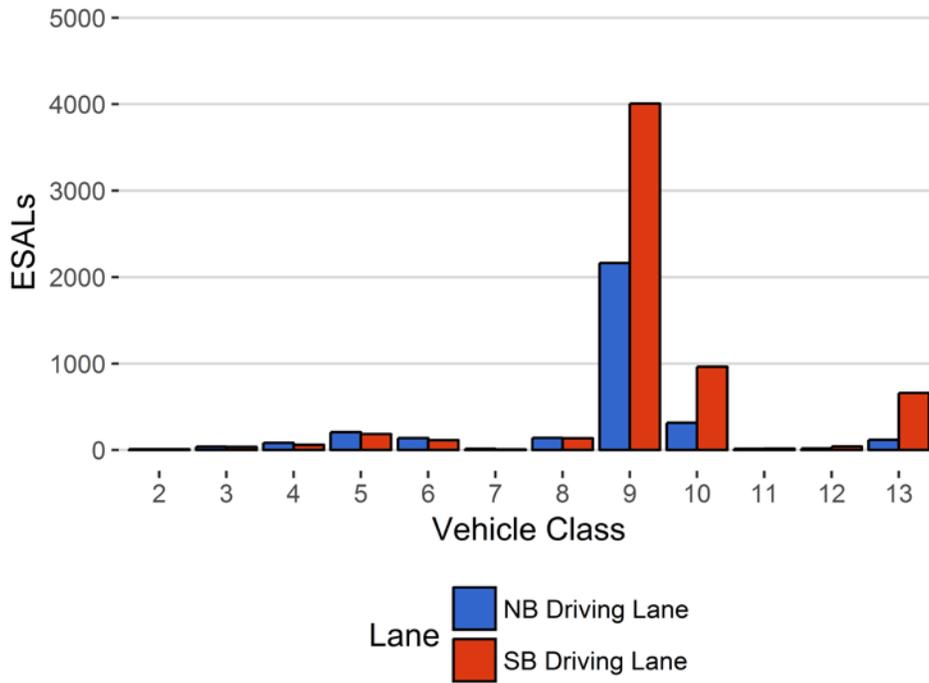
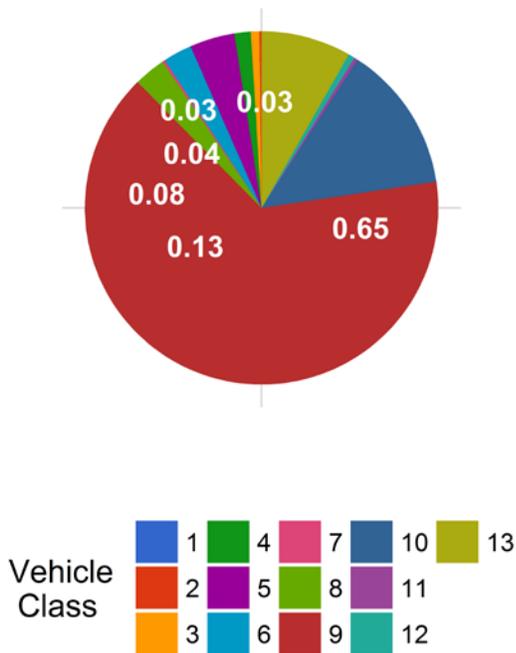


Figure 13 - ESALs by Class



**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>
July 2015	11.97	0.00	12.29	0.00
August 2015	11.98	0.10	12.18	-0.91
September 2015	11.67	-2.43	12.07	-1.82
October 2015	11.20	-6.43	11.68	-4.95
November 2015	11.28	-5.69	11.29	-8.10
December 2015	11.05	-7.65	10.84	-11.75
January 2016	11.02	-7.92	10.70	-12.91
February 2016	11.21	-6.33	10.71	-12.81
March 2016	11.22	-6.23	11.27	-8.26
April 2016	11.28	-5.77	11.45	-6.85
May 2016	11.51	-3.81	11.82	-3.79
June 2016	11.70	-2.21	11.95	-2.75
July 2016	11.88	-0.72	11.79	-4.08
August 2016	11.77	-1.61	12.12	-1.39
September 2016	11.47	-4.10	11.88	-3.32
October 2016	11.17	-6.65	11.47	-6.67
November 2016	11.11	-7.15	11.31	-7.94
December 2016	11.10	-7.19	10.73	-12.70
January 2017	11.07	-7.51	10.58	-13.92
February 2017	11.14	-6.94	10.73	-12.67
March 2017	11.08	-7.37	11.01	-10.37
April 2017	11.29	-5.67	11.47	-6.64
May 2017	11.32	-5.43	11.60	-5.59
June 2017	11.70	-2.21	11.91	-3.10
July 2017	11.77	-1.60	12.10	-1.55
August 2017	11.61	-2.96	11.96	-2.66
September 2017	11.36	-5.08	11.80	-4.01
October 2017	11.05	-7.67	11.33	-7.77
November 2017	10.75	-10.18	10.90	-11.32
December 2017	10.73	-10.32	10.61	-13.69
January 2018	10.81	-9.63	10.35	-15.81
February 2018	10.64	-11.04	10.27	-16.40
March 2018	10.80	-9.75	10.87	-11.58
April 2018	10.94	-8.59	10.99	-10.55

**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	12	0	0	0
2	1420	42612	47.7	0	0
3	1105	33149	37.1	0	0
4	14	434	0.5	5	0.3
5	76	2277	2.5	25	1.6
6	17	498	0.6	31	2
7	1	26	0	2	0.1
8	23	682	0.8	20	1.3
9	265	7948	8.9	549	36.2
10	34	1027	1.1	366	24.1
11	2	53	0.1	0	0
12	2	62	0.1	13	0.9
13	19	568	0.6	505	33.3
<b>TOTAL</b>	<b>2978</b>	<b>89350</b>	<b>100</b>	<b>1516</b>	<b>100</b>

**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	11:34:35	10	SB	2	118.28
2018-04-22	Sunday	08:45:18	10	SB	2	118.24
2018-04-22	Sunday	05:37:23	10	NB	1	114.81
2018-04-19	Thursday	23:22:56	10	NB	1	111.1
2018-04-12	Thursday	18:22:44	10	NB	1	105.49
2018-04-11	Wednesday	08:05:30	10	NB	1	105.01
2018-04-04	Wednesday	11:31:32	9	SB	2	103.96
2018-04-22	Sunday	23:53:53	10	NB	1	103.45
2018-04-23	Monday	09:36:49	10	NB	1	100.58
2018-04-18	Wednesday	14:03:44	10	NB	1	99.54

**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	228	44	19.3	5394	550	1317
5	NB	8	1128	96	8.5	15794	701	3769
6	NB	19	233	46	19.7	6318	790	1382
7	NB	11.5	17	0	0	884	0	344
8	NB	31	316	179	56.6	5339	4009	546
9	NB	33	3725	1486	39.9	123691	40457	24902
10	NB	33.5	385	110	28.6	17961	3104	4374
11	NB	36.5	28	7	25	991	191	112
12	NB	36.5	29	4	13.8	1444	87	266
13	NB	31.5	67	0	0	6124	0	2007
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>6156</b>	<b>1972</b>	<b>****</b>	<b>183940</b>	<b>****</b>	<b>39020</b>
<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	203	52	25.6	4342	644	1038
5	SB	8	1135	186	16.4	14650	1351	3529
6	SB	19	262	74	28.2	5955	1247	1192
7	SB	11.5	9	0	0	405	0	151
8	SB	31	362	193	53.3	6350	4299	556
9	SB	33	4175	1003	24	193796	27966	44560
10	SB	33.5	636	112	17.6	38677	3114	10562
11	SB	36.5	25	1	4	1189	20	156
12	SB	36.5	33	1	3	2127	27	480
13	SB	31.5	498	1	0.2	43548	29	13946
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>7338</b>	<b>1623</b>	<b>****</b>	<b>311038</b>	<b>****</b>	<b>76169</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>13494</b>	<b>3595</b>	<b>384</b>	<b>494978</b>	<b>88585</b>	<b>115188</b>

**Table 5 Gross Vehicle Weight by Class and Lane**

<i>Vehicle Class</i>	<i>NB</i>	<i>SB</i>	<i>Total</i>	<i>Percentage</i>
1	9	7	15	0
2	84218	81204	165422	17.4
3	103727	99612	203339	21.4
4	5943	4985	10929	1.1
5	16496	16001	32496	3.4
6	7107	7202	14309	1.5
7	884	405	1289	0.1
8	9348	10649	19997	2.1
9	164149	221762	385911	40.5
10	21065	41791	62856	6.6
11	1183	1209	2391	0.3
12	1531	2154	3685	0.4
13	6124	43577	49701	5.2
<b>TOTAL</b>	<b>421783</b>	<b>530556</b>	<b>952340</b>	<b>100</b>
<b>GVW/LANE</b>	<b>44.29</b>	<b>55.71</b>	<b>100</b>	<b>0.01</b>

**Table 6 ESALs by Class and Lane and Flexible ESAL Factors**

<i>Vehicle Class</i>	<i>NB</i>	<i>SB</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0.0769
2	10	9	19	0.2	0.001
3	39	35	74	0.8	0.0046
4	82	60	142	1.5	0.67
5	207	183	390	4.1	0.35
6	137	114	251	2.6	1.02
7	15	8	23	0.2	1.59
8	140	135	276	2.9	0.82
9	2164	4007	6171	65	1.57
10	316	964	1280	13.5	2.51
11	13	17	30	0.3	1.12
12	17	40	57	0.6	1.71
13	119	661	780	8.2	2.74
<b>TOTAL</b>	<b>3260</b>	<b>6233</b>	<b>9493</b>	<b>100</b>	<b>14</b>
<b>ESALS/LANE</b>	<b>34.3</b>	<b>65.7</b>	<b>100</b>	<b>--</b>	<b>--</b>

**Table 7 Site Summary: Volume and Vehicle Class**

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCADT</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>
May 2017	109380	3528	601	90758	83	18621.7	17
Jun 2017	108669	3622	532	92713	85.3	15956.3	14.7
Jul 2017	112064	3615	503	96468	86.1	15596.4	13.9
Aug 2017	116450	3756	564	98963	85	17487.3	15
Sep 2017	111812	3727	661	91971	82.3	19840.6	17.7
Oct 2017	108353	3495	533	91844	84.8	16509.1	15.2
Nov 2017	98568	3286	494	83733	84.9	14834.6	15.1
Dec 2017	91321	2946	385	79385	86.9	11936.2	13.1
Jan 2018	84152	2715	413	71364	84.8	12787.5	15.2
Feb 2018	77105	2754	435	64926	84.2	12178.7	15.8
Mar 2018	95909	3094	558	78620	82	17289.4	18
Apr 2018	89350	2978	453	75774	84.8	13576.4	15.2
<b>TOTAL</b>	<b>1203133</b>	--	--	<b>1016519</b>	--	<b>186614</b>	--
<b>AVERAGE</b>	<b>100261</b>	<b>3293</b>	<b>511</b>	<b>84710</b>	<b>85</b>	<b>15551</b>	<b>15</b>

## ESALS

<i>Month</i>	<i>ESALS NB Driving Lane</i>	<i>ESALS SB Driving Lane</i>	<i>Total ESALS</i>	<i>Pavement Life Decrease Months</i>
May 2017	7146	7801	14947	7.5
Jun 2017	6707	6628	13335	16.9
Jul 2017	6373	6484	12857	7.9
Aug 2017	6362	8803	15164	9.2
Sep 2017	5677	12779	18455	6.5
Oct 2017	4963	7456	12418	6
Nov 2017	3611	7436	11047	2.9
Dec 2017	3215	4055	7270	0.5
Jan 2018	3494	4778	8272	7.6
Feb 2018	3112	5050	8161	10.4
Mar 2018	3482	11316	14797	11.2
Apr 2018	3398	6249	9647	12.1
<b>TOTAL</b>	<b>57539</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>AVERAGE</b>	<b>4795</b>	<b>7403</b>	<b>12198</b>	<b>8</b>

## Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
May 2017	410686	456795	867481
Jun 2017	380931	430105	811036
Jul 2017	433134	867894	1301027
Aug 2017	422404	531030	953434
Sep 2017	649983	673775	1323758
Oct 2017	602069	592284	1194353
Nov 2017	593697	609564	1203261
Dec 2017	613330	711571	1324900
Jan 2018	611951	868853	1480804
Feb 2018	554209	621491	1175700
Mar 2018	472927	566640	1039567
Apr 2018	417109	450095	867205
<b>TOTAL</b>	<b>6162429</b>	<b>7380097</b>	<b>13542526</b>
<b>AVERAGE</b>	<b>513536</b>	<b>615008</b>	<b>1128544</b>

## 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	2127	2	11.4	342	89
Jun 2017	2246	2.1	14.1	388	124
Jul 2017	2235	2	14.3	399	115
Aug 2017	2972	2.6	16.9	1101	642
Sep 2017	4799	4.3	24.1	3027	2439
Oct 2017	1944	1.8	11.7	357	136
Nov 2017	1341	1.4	9	196	52
Dec 2017	773	0.8	6.5	148	22
Jan 2018	1134	1.4	8.9	227	30
Feb 2018	1021	1.3	8.4	241	22
Mar 2018	5264	5.5	30.5	3187	77
Apr 2018	1526	1.7	11.3	426	43
<b>TOTAL</b>	<b>27382</b>	<b>--</b>	<b>--</b>	<b>10039</b>	<b>3791</b>
<b>AVERAGE</b>	<b>2281.8</b>	<b>2.2</b>	<b>13.9</b>	<b>836.6</b>	<b>315.9</b>

## 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	89024	91721	180744	49.3	50.7
Jun 2017	73585	68710	142295	51.7	48.3
Jul 2017	69479	67954	137433	50.6	49.4
Aug 2017	72589	98882	171472	42.3	57.7
Sep 2017	63832	164954	228787	27.9	72.1
Oct 2017	60584	79341	139925	43.3	56.7
Nov 2017	43921	72755	116676	37.6	62.4
Dec 2017	39190	50579	89769	43.7	56.3
Jan 2018	42006	57239	99245	42.3	57.7
Feb 2018	36931	56998	93928	39.3	60.7
Mar 2018	42014	184856	226871	18.5	81.5
Apr 2018	39020	76169	115188	33.9	66.1
<b>TOTAL</b>	<b>672175</b>	<b>1070158</b>	<b>1742333</b>	--	--
<b>AVERAGE</b>	<b>56014.6</b>	<b>89179.8</b>	<b>145194.4</b>	<b>40</b>	<b>60</b>