

JANUARY 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 January 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 except lanes 1 and 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 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: 498163 | Passenger Vehicles: 375222 | Heavy Commercial Vehicles: 122941

Monthly Average Daily Traffic (MADT): 16070 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 3966

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 Thursdays. SB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Thursdays (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 15's.

Overweight HCVs

Volume trends. Of a total of 122941 HCVs, 4100 of them were overweight ³. These overweight HCVs contributed to 0.9% of total monthly volume, and 3.5% 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 Wednesdays, with lowest volumes reported on Sundays. 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 79.9% 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 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 ,278 NB vehicles exceeded 88,000 pounds (106 vehicles were Class 10's; 98 vehicles were Class 13's). Of vehicles traveling SB,

122 NB vehicles exceeded 88,000 pounds (82 vehicles were Class 13's; 30 vehicles were Class 10'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 fully_loaded class 10 vehicles.

Freight Totals. A total of 1113555 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (53.9%) than SB (46.1%). 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 498163 vehicles with a combined GVW of 7407383 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 87370 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 57.1% of all ESALs were recorded NB while 42.9% was observed SB. In particular, 83% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 66% 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).

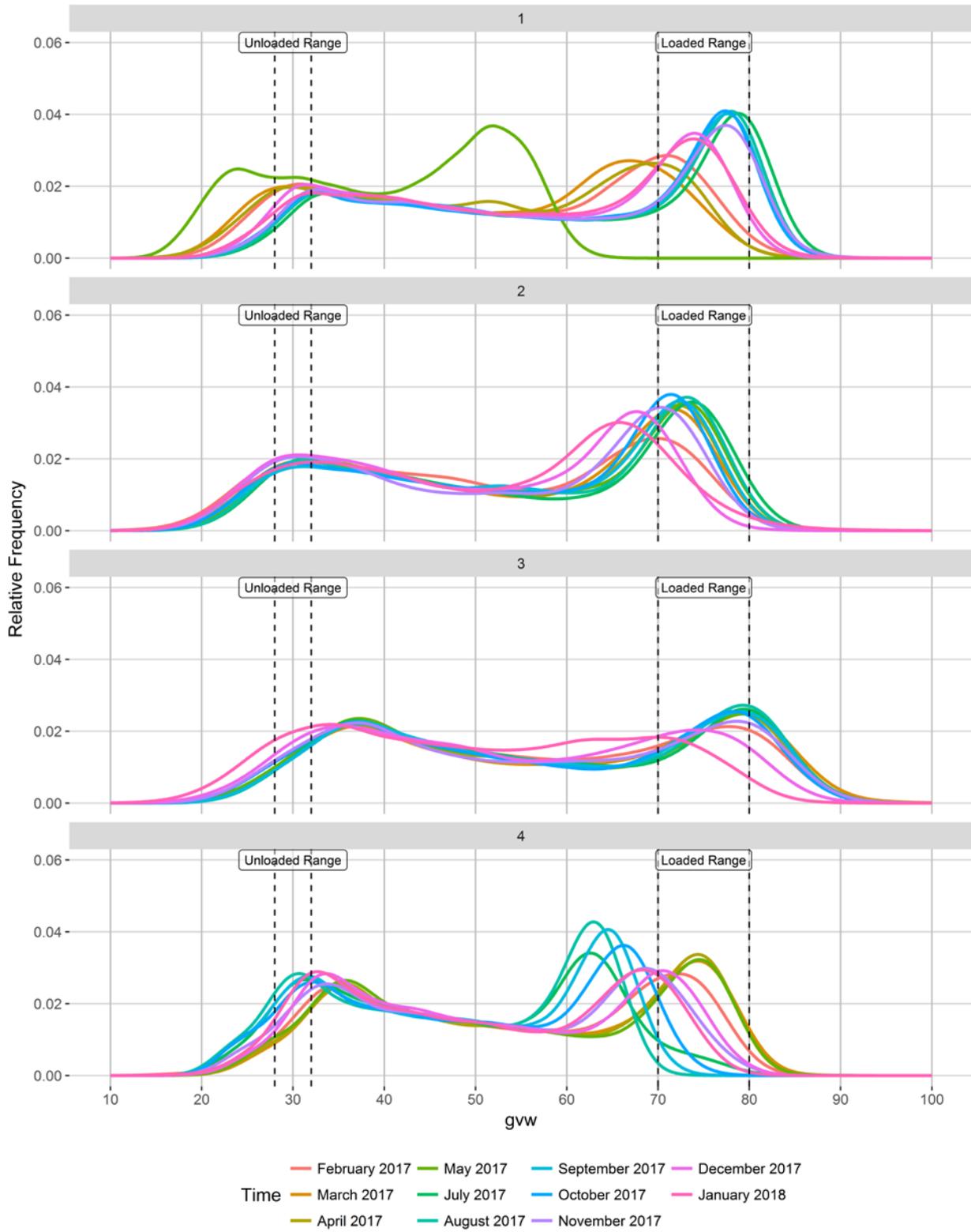
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

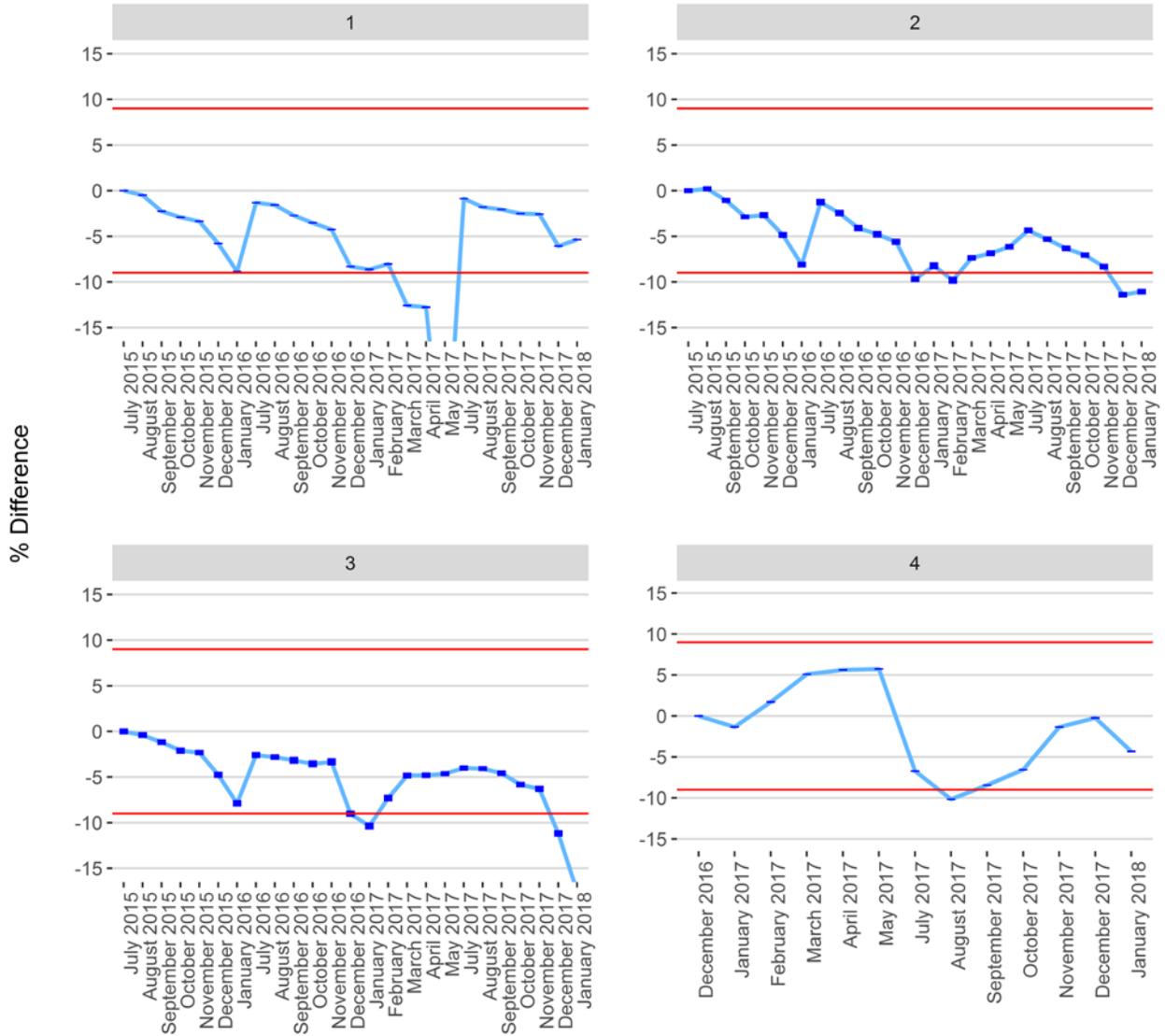
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

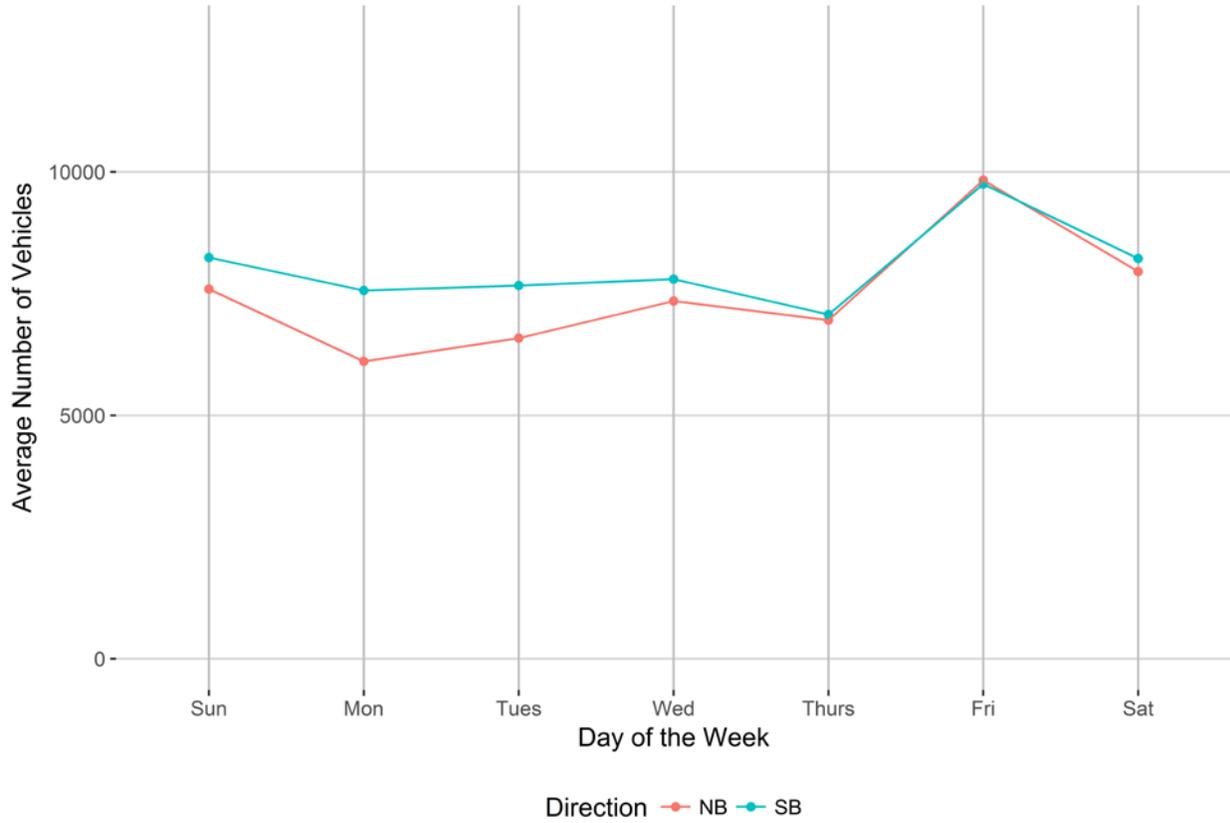


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

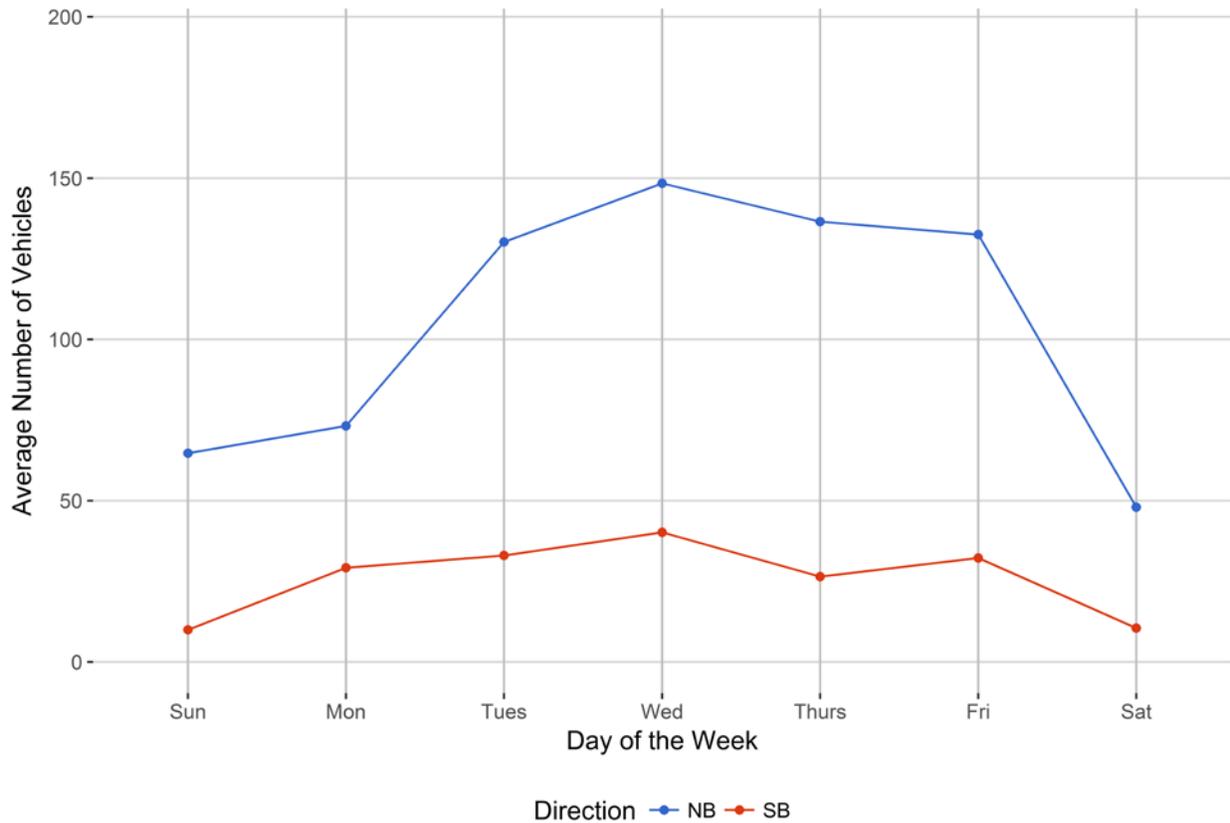


Figure 4 - Passenger Vehicles vs. Hour of the Day

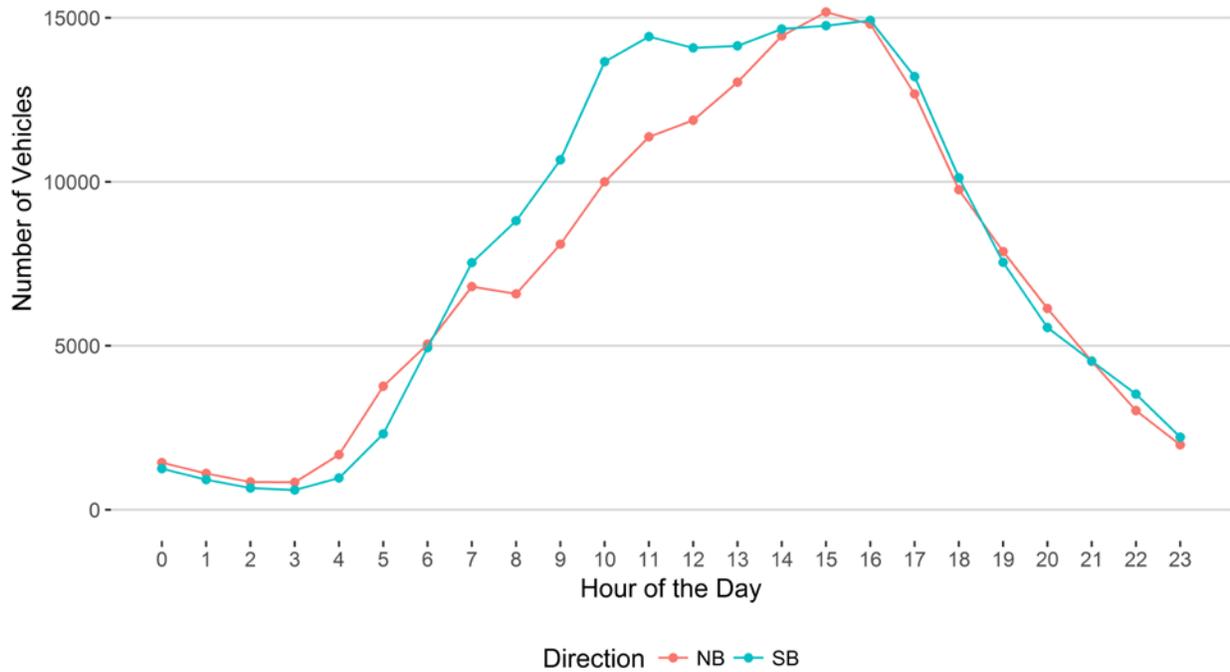


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

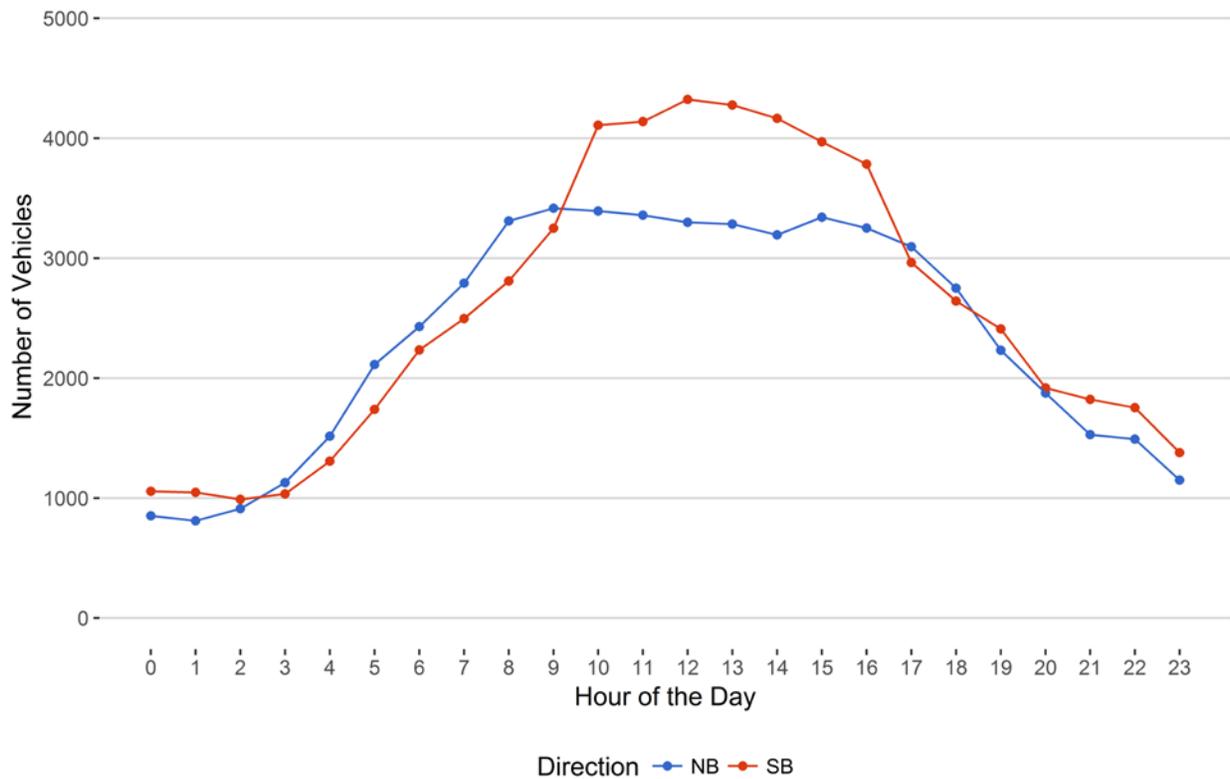


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

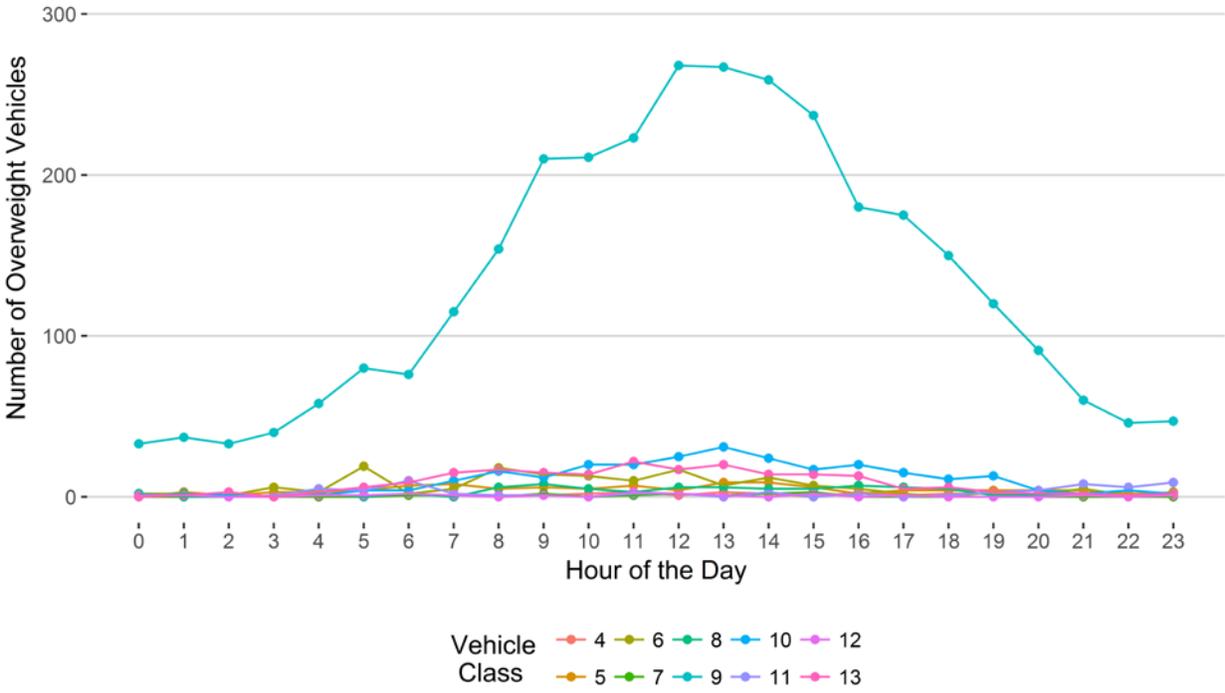


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

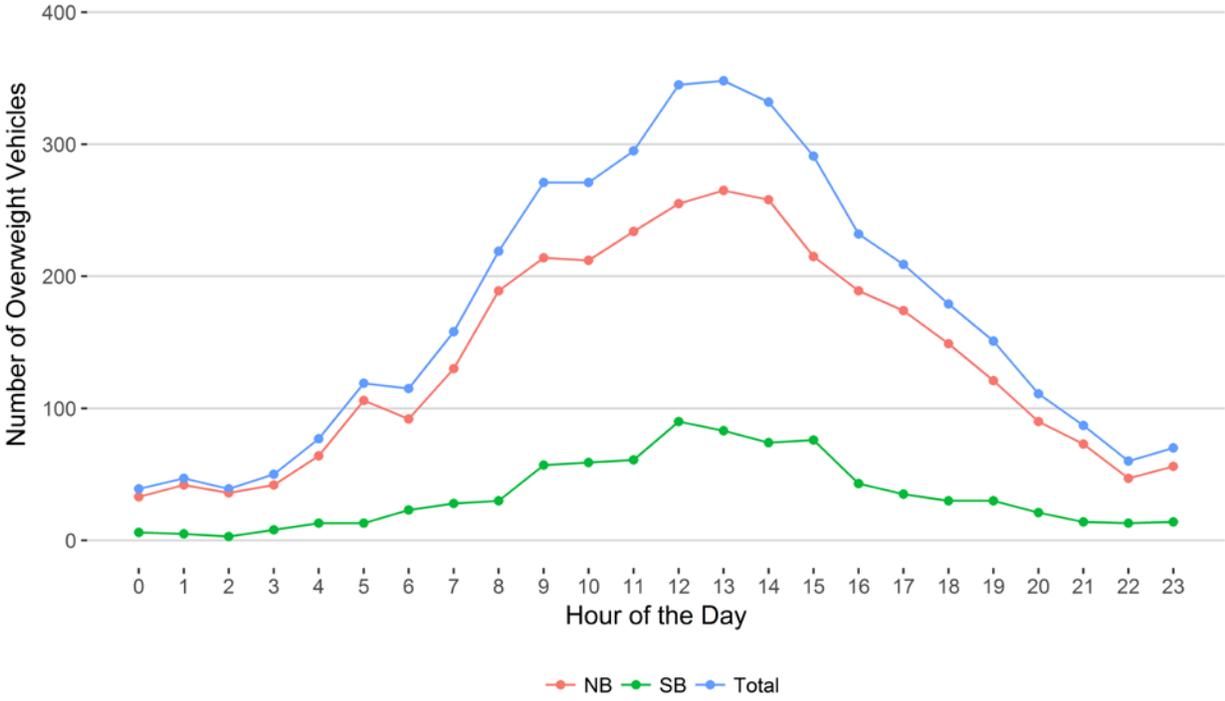
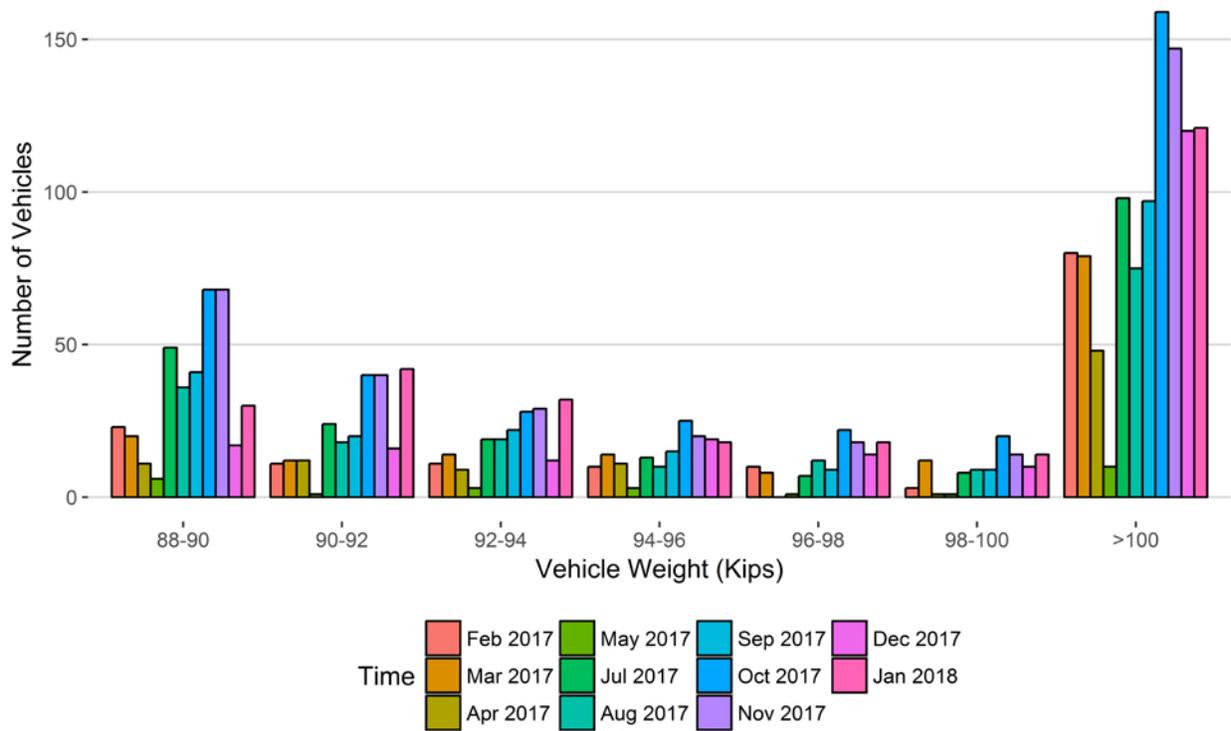
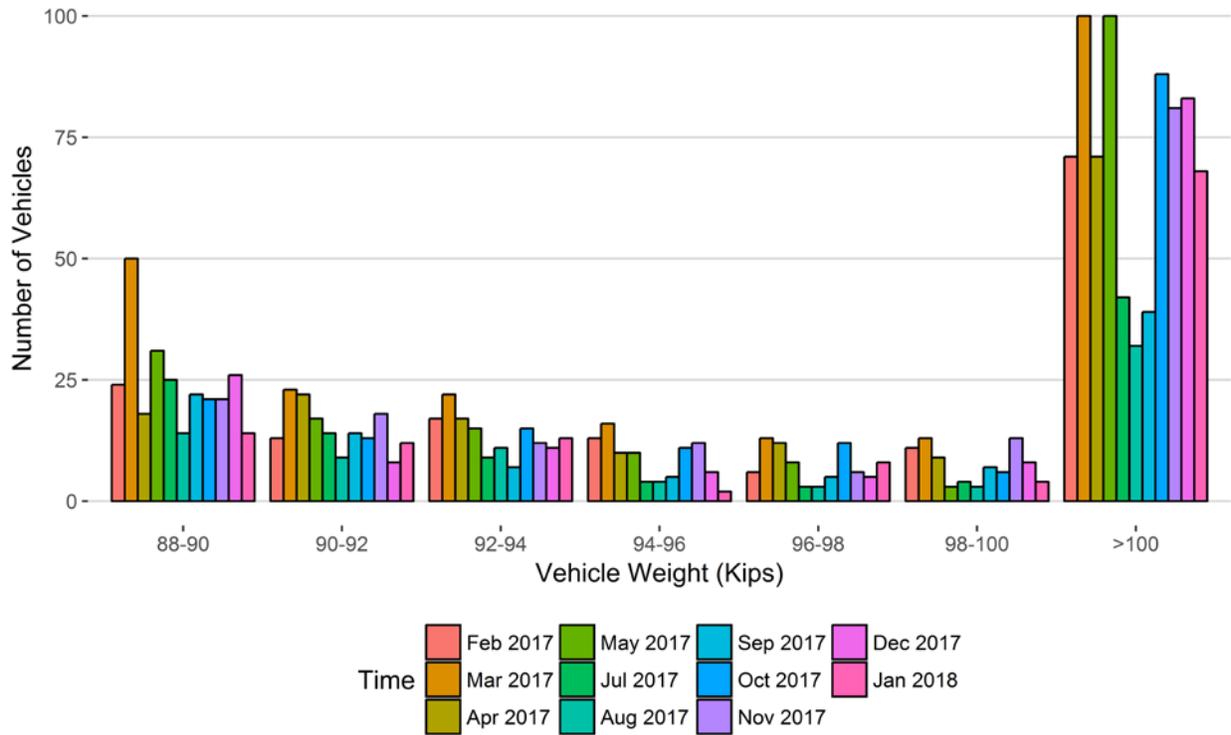


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Feb 2017	Mar 2017	Apr 2017	May 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018
88-90	23	20	11	6	49	36	41	68	68	17	30
90-92	11	12	12	1	24	18	20	40	40	16	42
92-94	11	14	9	3	19	19	22	28	29	12	32
94-96	10	14	11	3	13	10	15	25	20	19	18
96-98	10	8	0	1	7	12	9	22	18	14	18
98-100	3	12	1	1	8	9	9	20	14	10	14
>100	80	79	48	10	98	75	97	159	147	120	121
Total	148	159	92	25	218	179	213	362	336	208	275

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



Vehicle Weights (Kips)	Feb 2017	Mar 2017	Apr 2017	May 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018
88-90	24	50	18	31	25	14	22	21	21	26	14
90-92	13	23	22	17	14	9	14	13	18	8	12
92-94	17	22	17	15	9	11	7	15	12	11	13
94-96	13	16	10	10	4	4	5	11	12	6	2
96-98	6	13	12	8	3	3	5	12	6	5	8
98-100	11	13	9	3	4	3	7	6	13	8	4
>100	71	100	71	100	42	32	39	88	81	83	68
Total	155	237	159	184	101	76	99	166	163	147	121

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

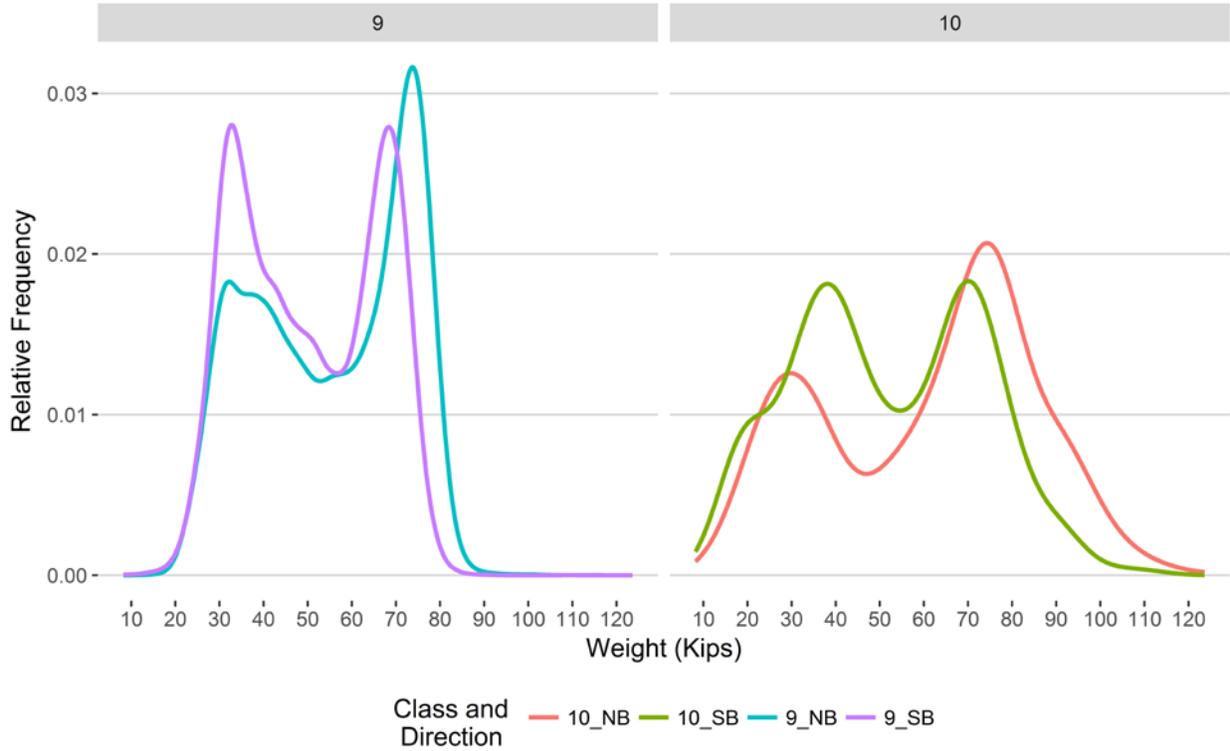


Figure 9 - Freight Percentage by Direction and Class

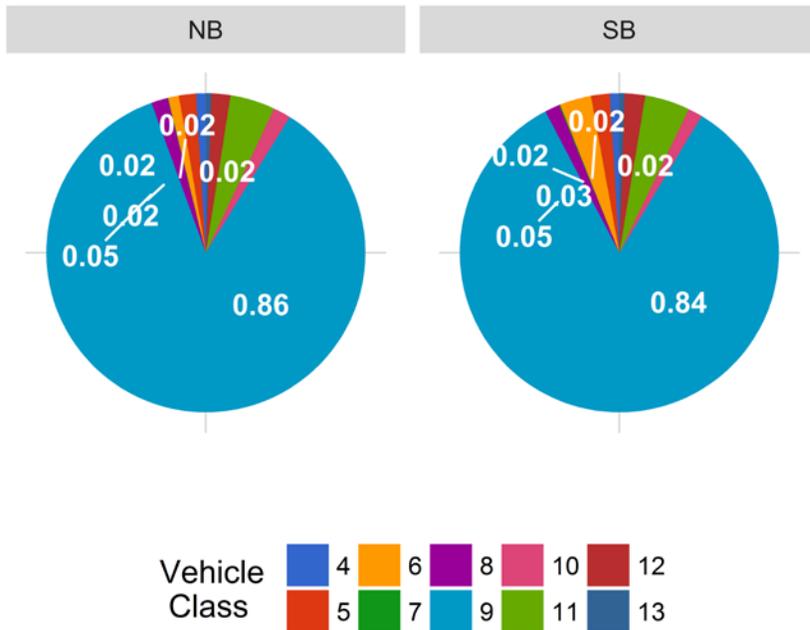


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

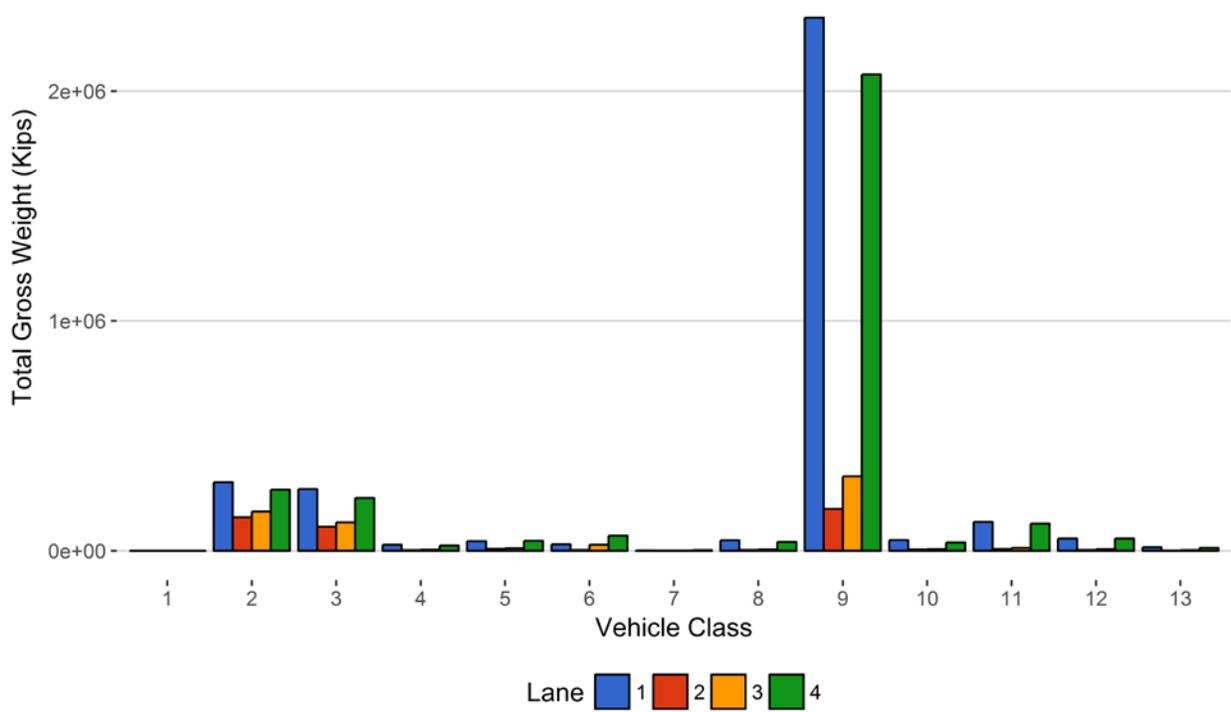


Figure 11 - Total Gross Vehicle Weight I

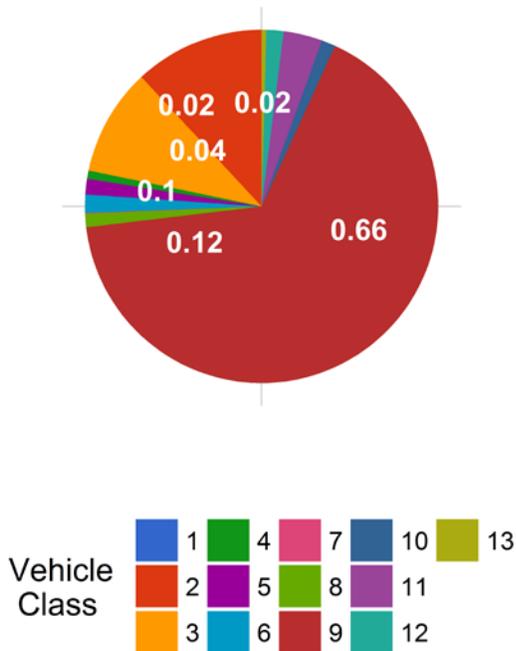


Figure 12 - Total ESALs by Class and Lane

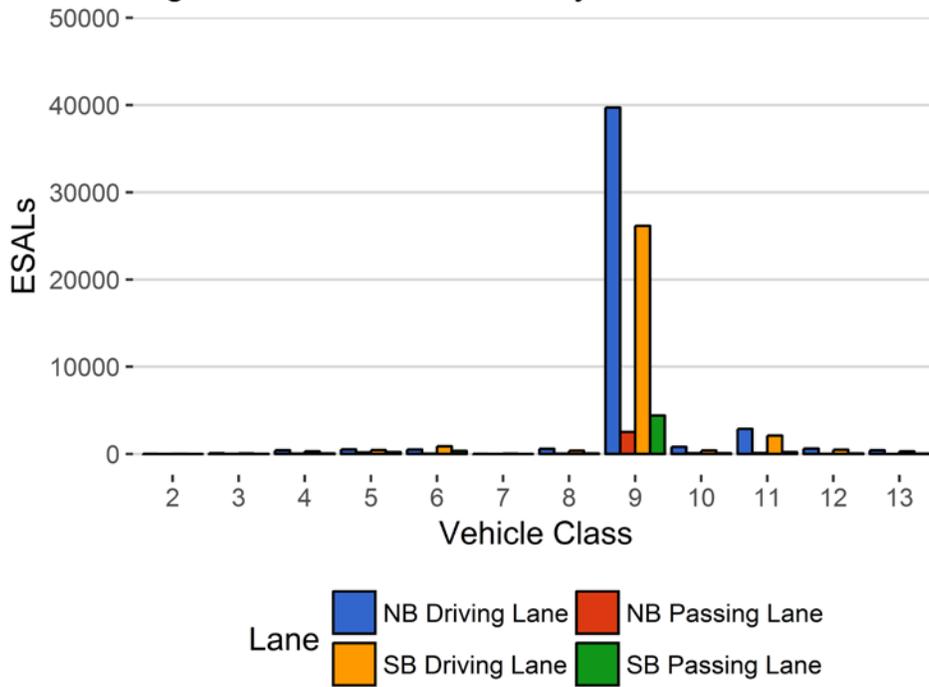


Figure 13 - ESALs by Class

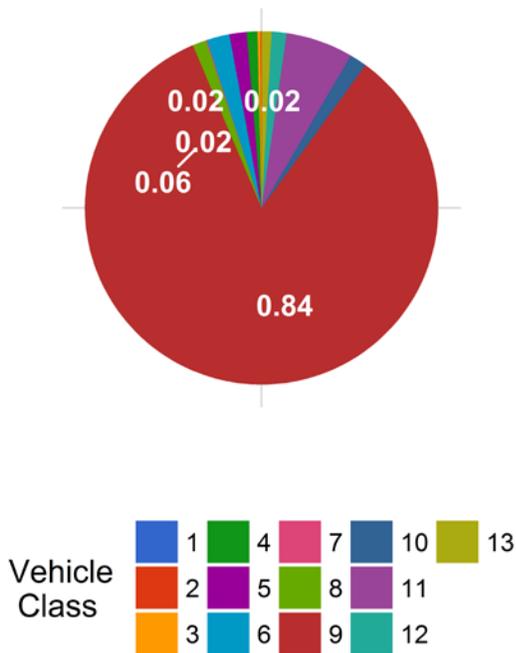


Table 1 Class 9 Front Axle Weight by Lane

<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	11.62	-5.36	10.88	-11.06	10.56	-17.53	10.29	-4.32
2018								

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	2	0	0	0
2	7933	245925	49.4	0	0
3	4171	129295	26	0	0
4	71	2204	0.4	31	0.8
5	238	7363	1.5	106	2.6
6	150	4659	0.9	159	3.9
7	4	124	0	13	0.3
8	99	3082	0.6	74	1.8
9	3110	96409	19.4	3170	77.3
10	56	1722	0.3	258	6.3
11	158	4883	1	66	1.6
12	69	2152	0.4	19	0.5
13	11	343	0.1	204	5
TOTAL	16070	498163	100	4100	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>
2018-01-03	Wednesday	04:53:59	9	SB	4	140.53
2018-01-02	Tuesday	07:20:34	9	SB	4	130.32
2018-01-31	Wednesday	15:10:19	9	SB	4	130.05
2018-01-15	Monday	03:57:29	9	SB	4	128.36
2018-01-15	Monday	10:43:17	9	SB	4	126.26
2018-01-23	Tuesday	09:59:23	10	NB	1	123.64
2018-01-15	Monday	18:09:30	9	SB	4	122.97
2018-01-22	Monday	21:54:25	9	NB	1	121.7
2018-01-17	Wednesday	12:40:35	9	SB	4	120.95
2018-01-30	Tuesday	06:06:56	9	SB	4	119.9

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	1054	132	12.5	27423	1715	6797
5	NB	8	3300	432	13.1	47028	3078	12042
6	NB	19	1212	457	37.7	24087	7721	4871
7	NB	11.5	42	0	0	1563	0	540
8	NB	31	1551	779	50.2	29621	19414	2845
9	NB	33	45071	6187	13.7	2323911	178035	520369
10	NB	33.5	851	175	20.6	47477	4499	12416
11	NB	36.5	2288	92	4	129631	3056	24739
12	NB	36.5	990	51	5.2	54815	1721	10271
13	NB	31.5	170	0	0	16132	0	5388
TOTAL	****	****	56529	8305	****	2701689	****	600277
<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	1064	176	16.5	25406	2223	6043
5	SB	8	3776	715	18.9	49238	4917	12375
6	SB	19	3266	839	25.7	77789	13889	15838
7	SB	11.5	77	0	0	3026	0	1070
8	SB	31	1411	718	50.9	26035	17232	2276
9	SB	33	47585	8465	17.8	2151423	245777	430232
10	SB	33.5	804	178	22.1	37423	4313	8226
11	SB	36.5	2405	166	6.9	125359	5262	21818
12	SB	36.5	1078	44	4.1	58291	1380	10275
13	SB	31.5	160	0	0	15290	0	5125
TOTAL	****	****	61626	11301	****	2569281	****	513278
GRAND TOTAL	****	****	118155	19606	320	5270970	514231	1113555

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	1	2	0
2	298489	145543	170787	265586	880404	11.9
3	268733	104727	123644	229192	726296	9.8
4	26409	2730	4510	23119	56767	0.8
5	41973	8132	10797	43358	104260	1.4
6	28519	3289	26250	65429	123487	1.7
7	1284	279	228	2798	4589	0.1
8	45737	3299	5153	38114	92302	1.2
9	2320085	181861	324114	2073086	4899146	66.3
10	46553	5423	6369	35366	93712	1.3
11	125304	7383	12728	117892	263308	3.6
12	53313	3223	6610	53062	116208	1.6
13	15628	504	2542	12748	31422	0.4
TOTAL	3272028	466393	693733	2959750	7391904	100
GVW/LANE	44.27	6.31	9.39	40.04	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	0.3333
2	37	16	16	24	94	0.11	8e-04
3	96	31	35	69	231	0.27	0.0037
4	429	45	71	313	857	0.98	0.81
5	528	175	221	444	1368	1.57	0.39
6	506	50	367	890	1813	2.08	0.81
7	22	4	2	53	80	0.09	1.33
8	604	45	62	382	1093	1.26	0.74
9	39708	2524	4421	26149	72803	83.63	1.57
10	809	83	97	403	1391	1.6	1.68
11	2884	125	228	2112	5349	6.14	2.28
12	609	33	65	483	1190	1.37	1.15
13	423	6	52	306	787	0.9	4.63
TOTAL	46656	3137	5637	31628	87058	100	16
ESALS/LANE	53.6	3.6	6.5	36.3	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	484200	17293	4190	366889	75.8	117311	24.2	92.2	7.8
Mar 2017	632985	20419	4490	493794	78	139190.8	22	93	7
Apr 2017	619077	20636	4364	488166	78.9	130911.1	21.1	93.2	6.8
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
TOTAL	6984336	--	--	5536294	--	1448042	--	--	--
AVERAGE	634940	20821	4322	503299	79	131640	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>
Feb 2017	40226	2468	4775	39361	86830	92	8	0.8
Mar 2017	42106	3218	5622	53354	104300	92	8	0.7
Apr 2017	40365	2810	4913	48982	97070	92	8	0.5
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
TOTAL	660859	33372	59577	415392	1169201	--	--	--
AVERAGE	60078	3034	5416	37763	106291	92	8	1

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	3275872	466854	698236	2966421	7407383
Mar 2017	3198760	429343	548352	3089634	7266090
Apr 2017	3731557	578531	674177	3879313	8863579
May 2017	3605114	559288	639617	3607842	8411861
Jul 2017	3130326	613143	757969	3902581	8404019
Aug 2017	4253488	719594	871398	3030735	8875215
Sep 2017	4432717	728852	896071	3276409	9334050
Oct 2017	3995653	604537	753105	3271699	8624994
Nov 2017	4193508	627103	742411	3610520	9173542
Dec 2017	3855881	557231	673377	3560603	8647091
Jan 2018	3245594	531065	608746	3263953	7649358
TOTAL	40918471	6415541	7863460	37459710	92657182
AVERAGE	3719861	583231	714860	3405428	8423380

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	3873	0.8	3.4	316	170
Mar 2017	5445	0.9	4	400	206
Apr 2017	4379	0.7	3.4	252	129
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
TOTAL	72484	--	--	3992	2113
AVERAGE	6589.5	1.1	5.1	362.9	192.1

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	542263	554123	1096386	49.5	50.5
Mar 2017	603763	707011	1310774	46.1	53.9
Apr 2017	575680	649897	1225578	47	53
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
TOTAL	6984200	6220425	13204625	--	--
AVERAGE	634927.2	565493.2	1200420.5	52.5	47.5