

NOVEMBER 2018



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

**MONTHLY
REPORT**



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 November 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: 197068 | Passenger Vehicles: 187361 | Heavy Commercial Vehicles: 9707

Monthly Average Daily Traffic (MADT): 7038 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 324

See Table 2 for vehicle class breakdown

Passenger Vehicles (PVs) and Heavy Commercial Vehicles (HCVs)

Volume trends. NB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Sundays. SB vehicles typically reached highest volume levels on Sundays, 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 11 AM and 03 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 11 AM and 03 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 9707 HCVs, 616 of them were overweight³. These overweight HCVs contributed to 0.3% of total monthly volume, and 6% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Fridays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Thursdays, with lowest volumes reported on NAs. See Figure 3 .

The top two overweight violators by class were the class 9 and class 14 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 95.1% 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 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 report⁴.

Using normal load limits ,70 NB vehicles exceeded 88,000 pounds (30 vehicles were Class 13's; 18 vehicles were Class 14's). Of vehicles traveling SB,

13 NB vehicles exceeded 88,000 pounds (5 vehicles were Class 10's; 5 vehicles were Class 14's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from November 2018.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in November 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 94887 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (99.1%) than SB (0.9%). 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 197068 vehicles with a combined GVW of 1125860 kips (1 kip = 1,000 pounds = 0.5 tons) in November 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 31951 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 80.7% of all ESALs were recorded NB while 19.3% was observed SB. In particular, 76% of all ESALs were generated by the Class 14's (Class 14's were also responsible for generating % 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).

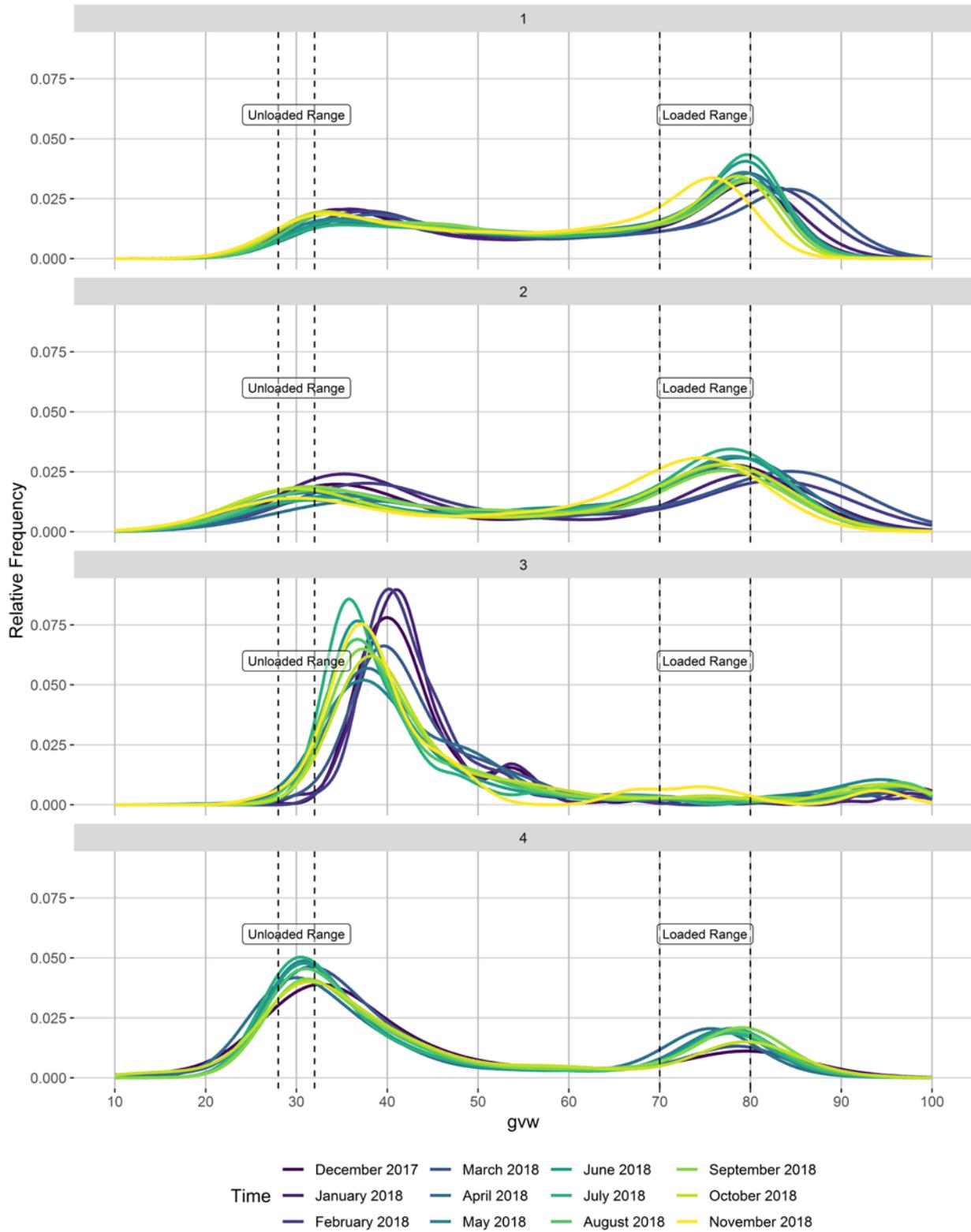
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

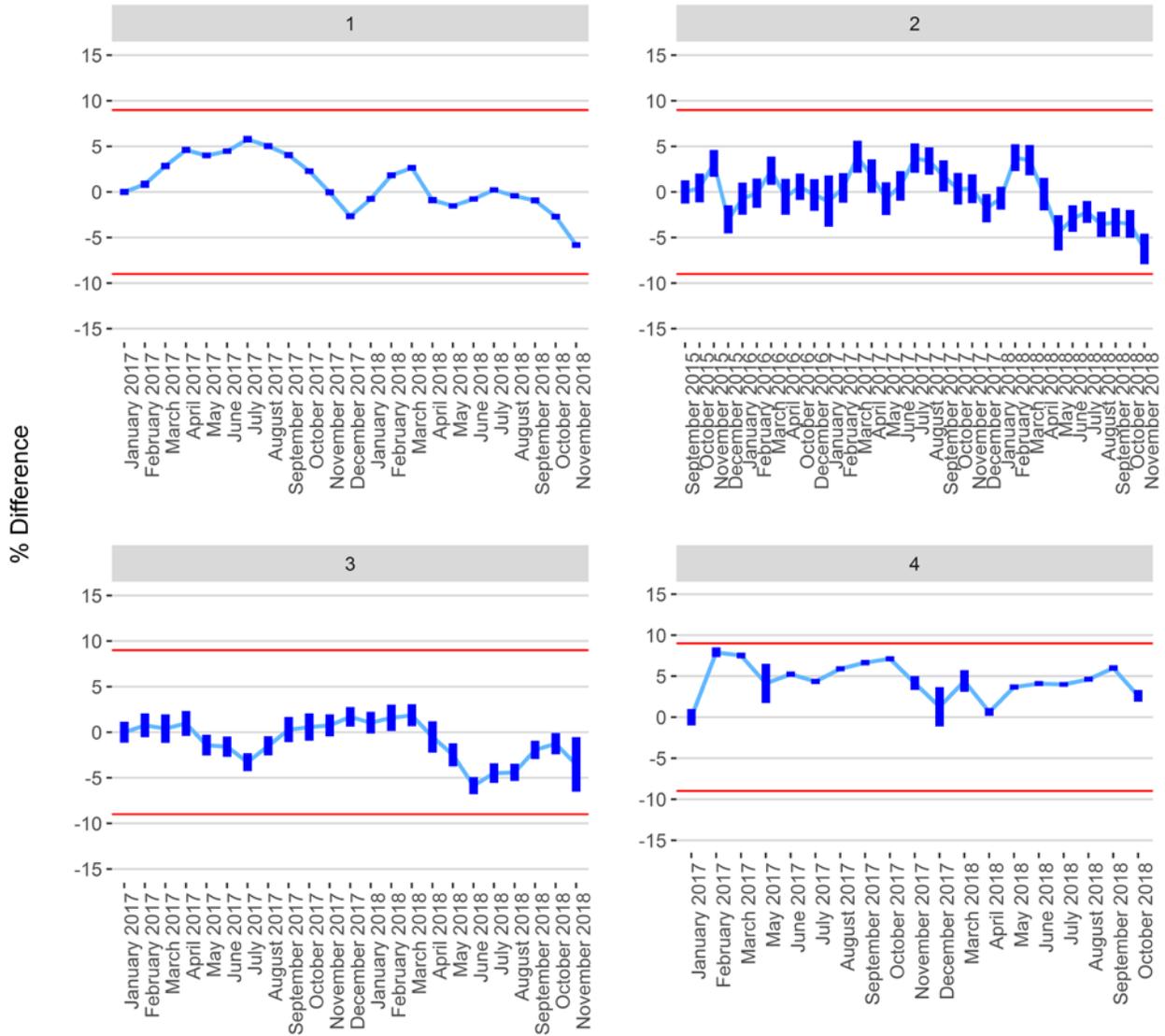
To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774, or email your request to ADArequest.dot@state.mn.us. Please request at least one week in advance.

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

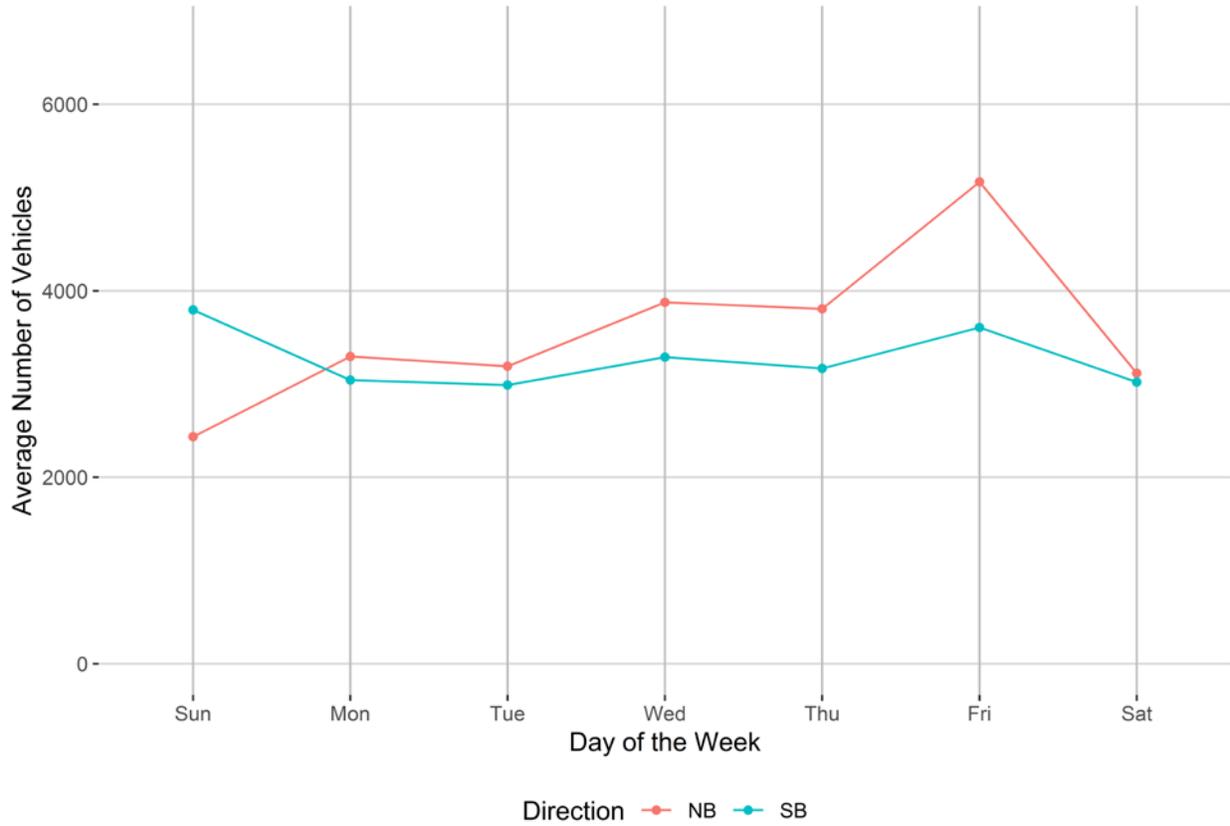


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

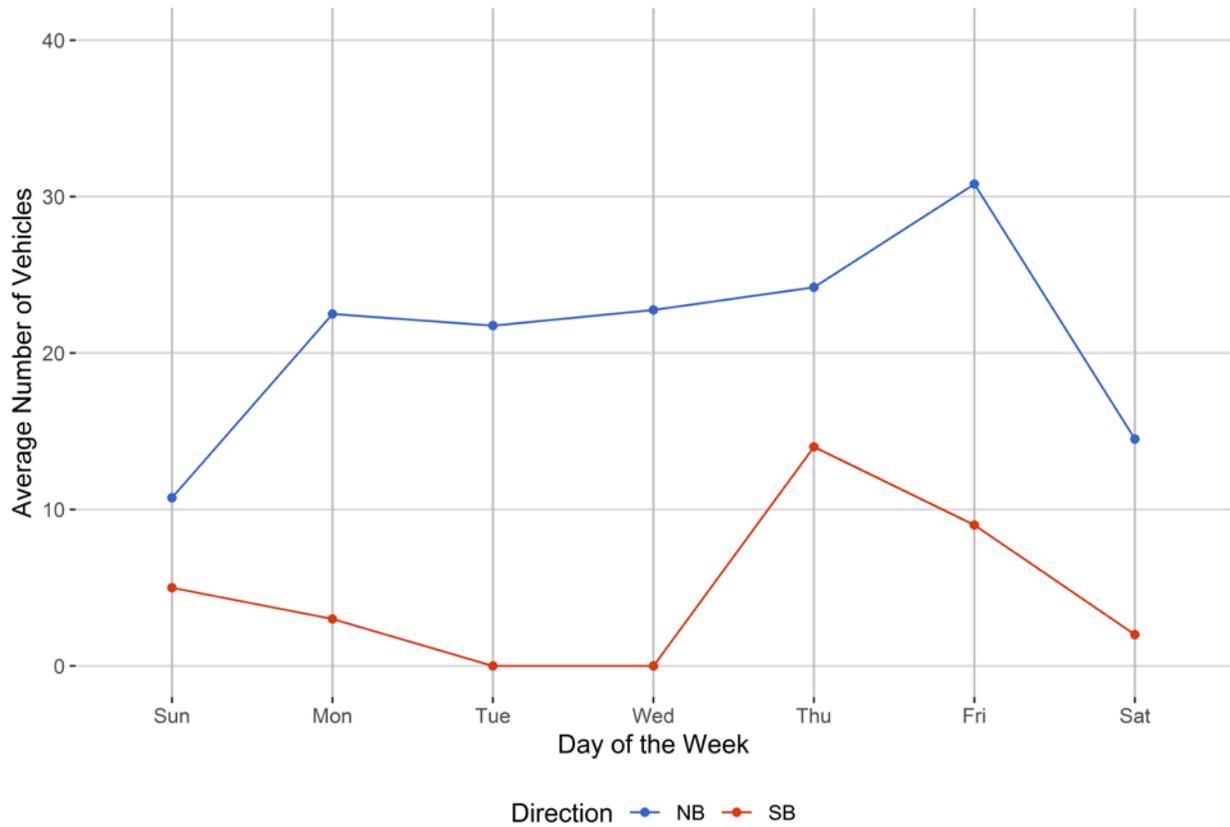


Figure 4 - Passenger Vehicles vs. Hour of the Day

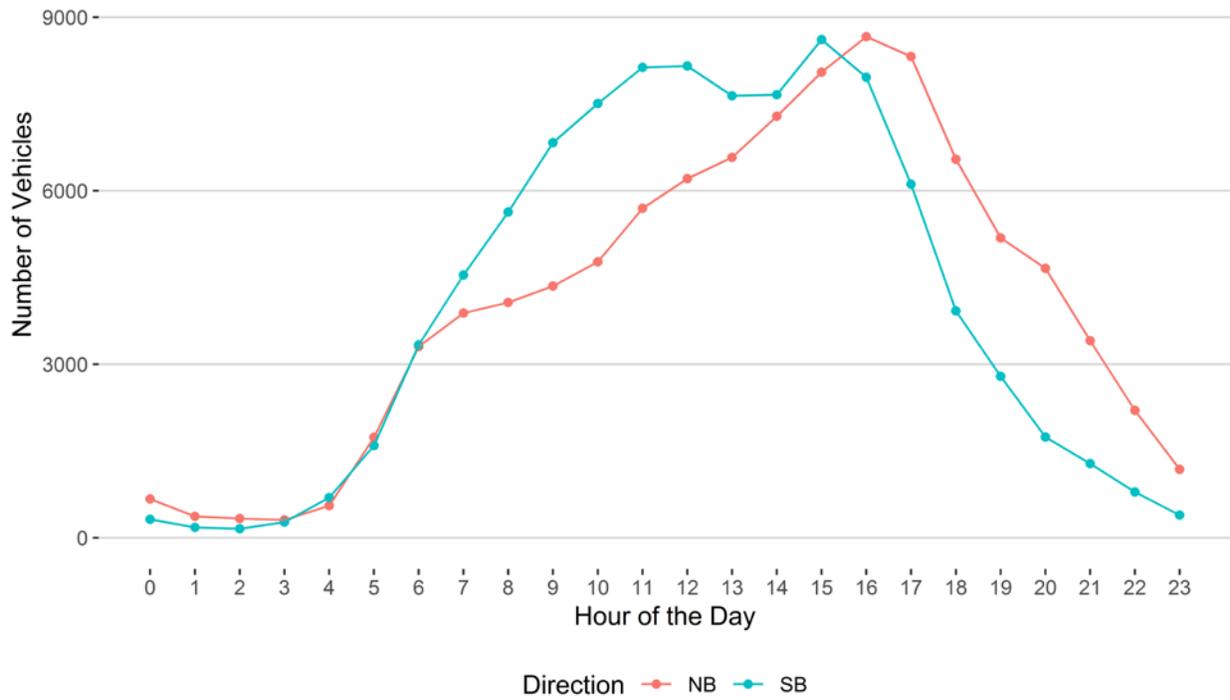


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

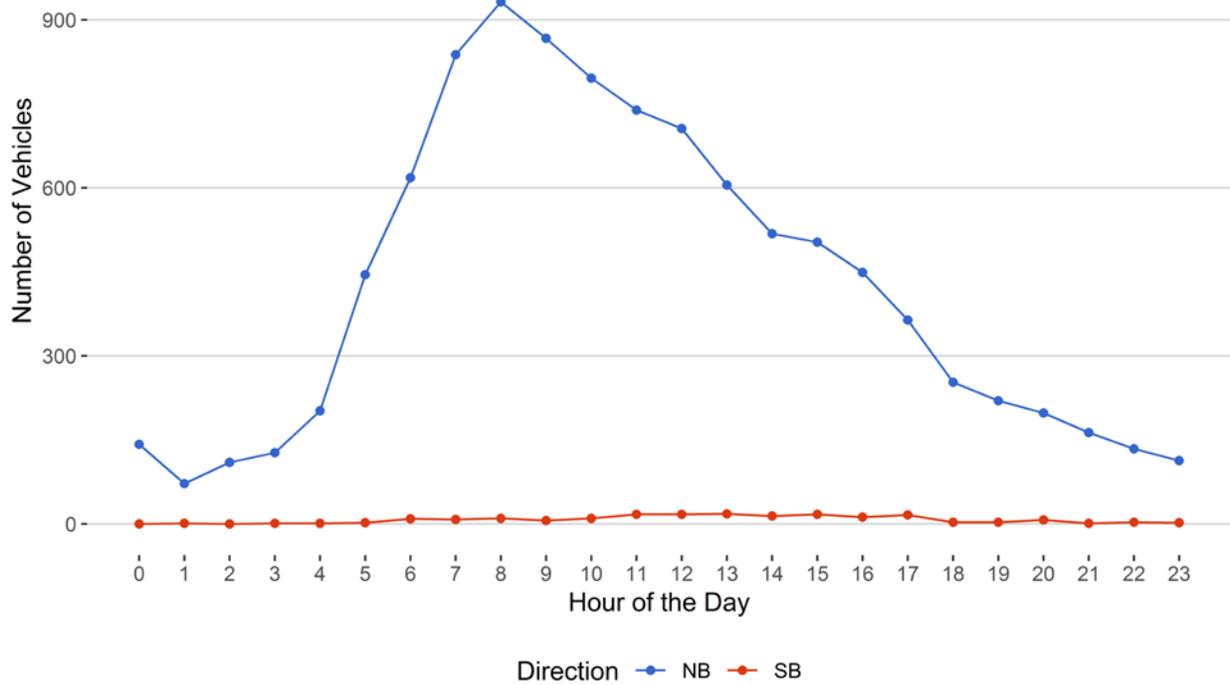


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

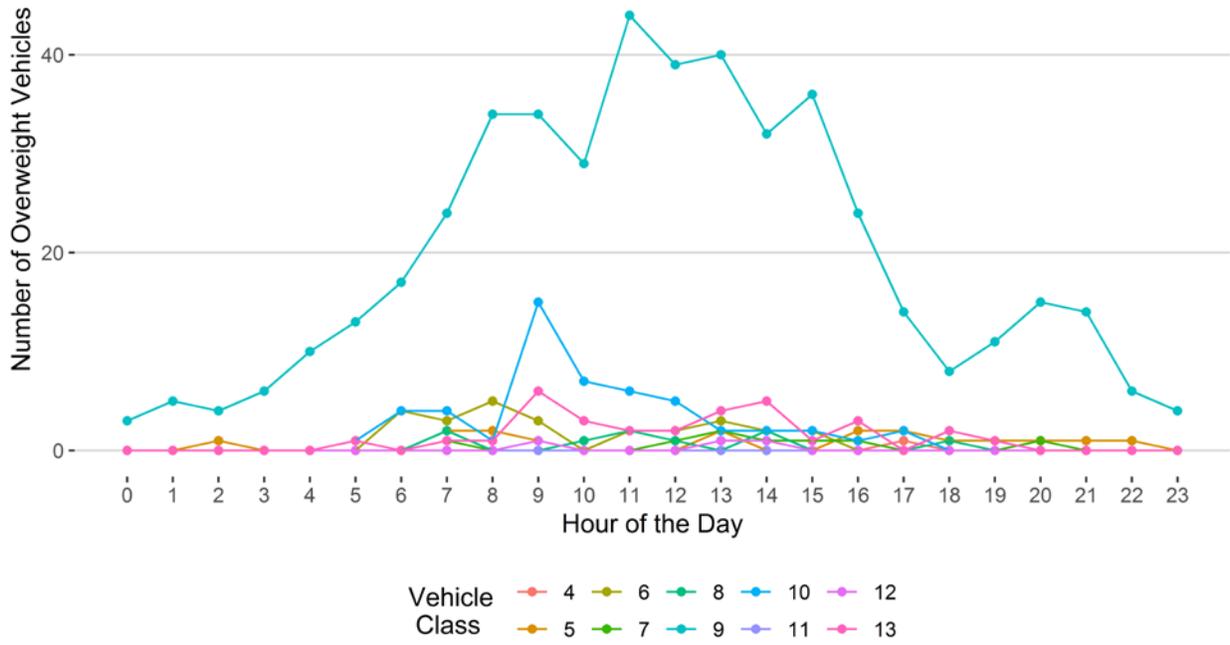


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

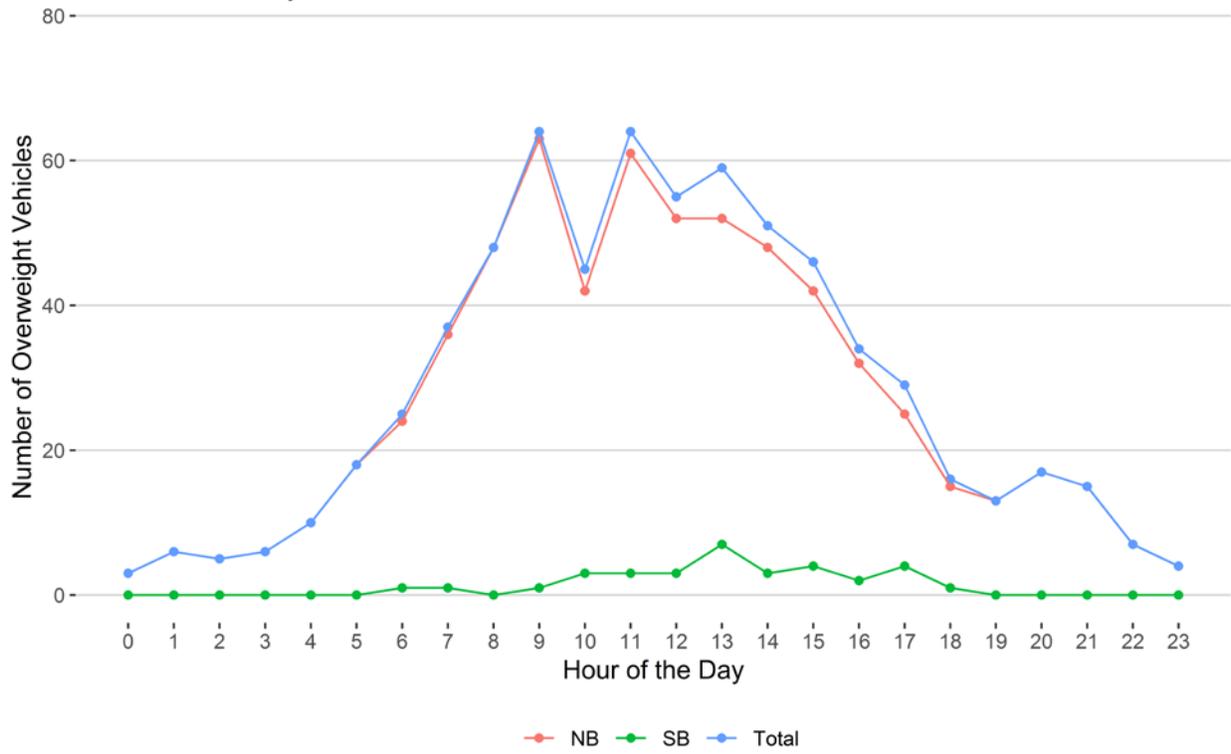
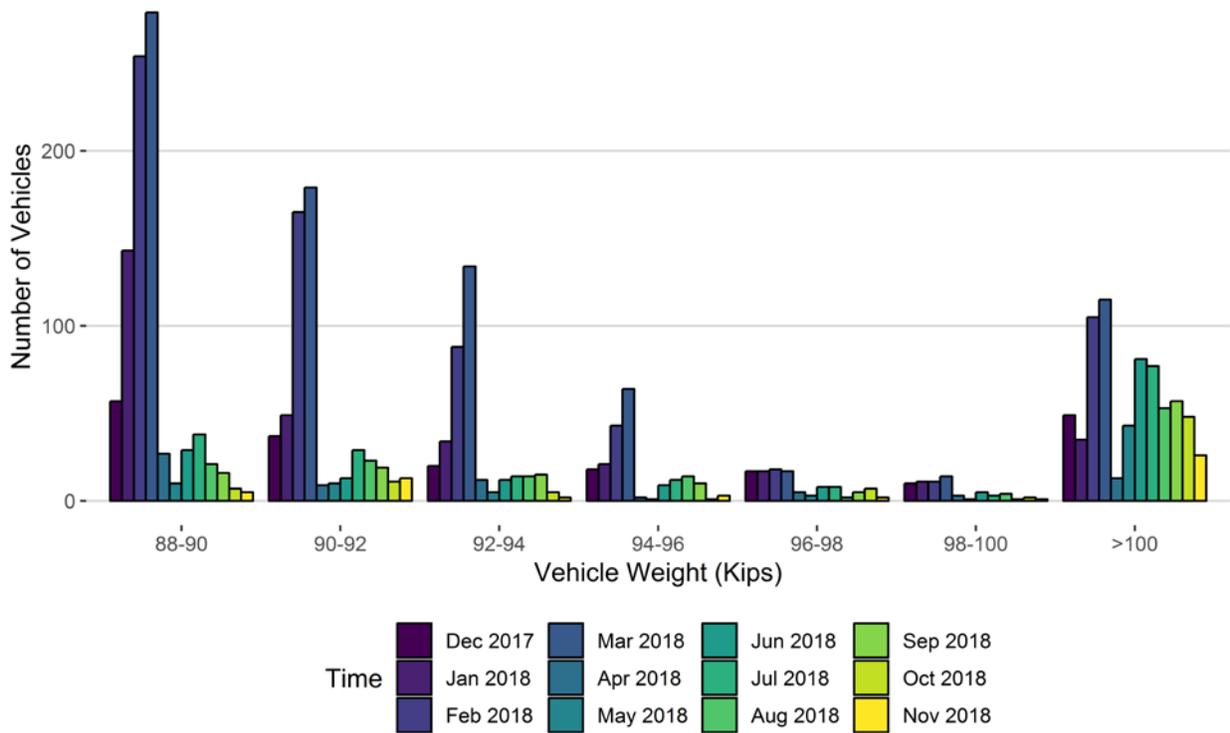
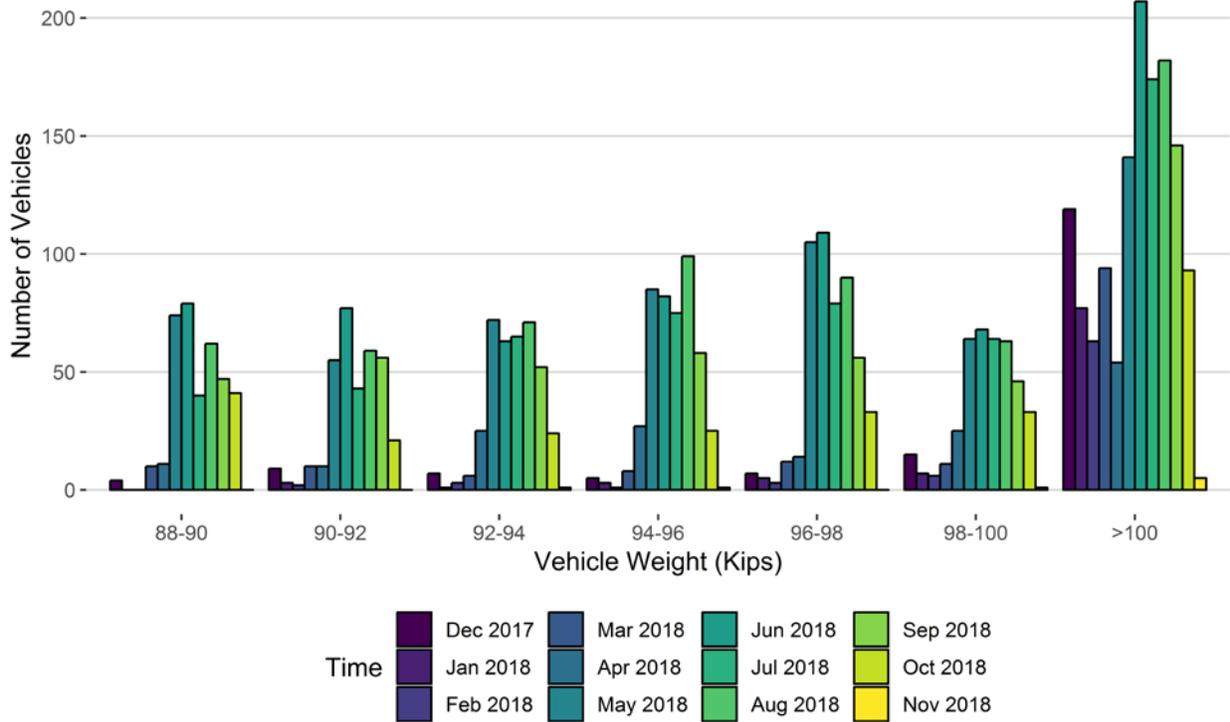


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018
88-90	57	143	254	279	27	10	29	38	21	16	7	5
90-92	37	49	165	179	9	10	13	29	23	19	11	13
92-94	20	34	88	134	12	5	12	14	14	15	5	2
94-96	18	21	43	64	2	1	9	12	14	10	1	3
96-98	17	17	18	17	5	3	8	8	2	5	7	2
98-100	10	11	11	14	3	1	5	3	4	1	2	1
>100	49	35	105	115	13	43	81	77	53	57	48	26
Total	208	310	684	802	71	73	157	181	131	123	81	52

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



Vehicle Weights (Kips)	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018	Oct 2018	Nov 2018
88-90	4	0	0	10	11	74	79	40	62	47	41	0
90-92	9	3	2	10	10	55	77	43	59	56	21	0
92-94	7	1	3	6	25	72	63	65	71	52	24	1
94-96	5	3	1	8	27	85	82	75	99	58	25	1
96-98	7	5	3	12	14	105	109	79	90	56	33	0
98-100	15	7	6	11	25	64	68	64	63	46	33	1
>100	119	77	63	94	54	141	207	174	182	146	93	5
Total	166	96	78	151	166	596	685	540	626	461	270	8

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

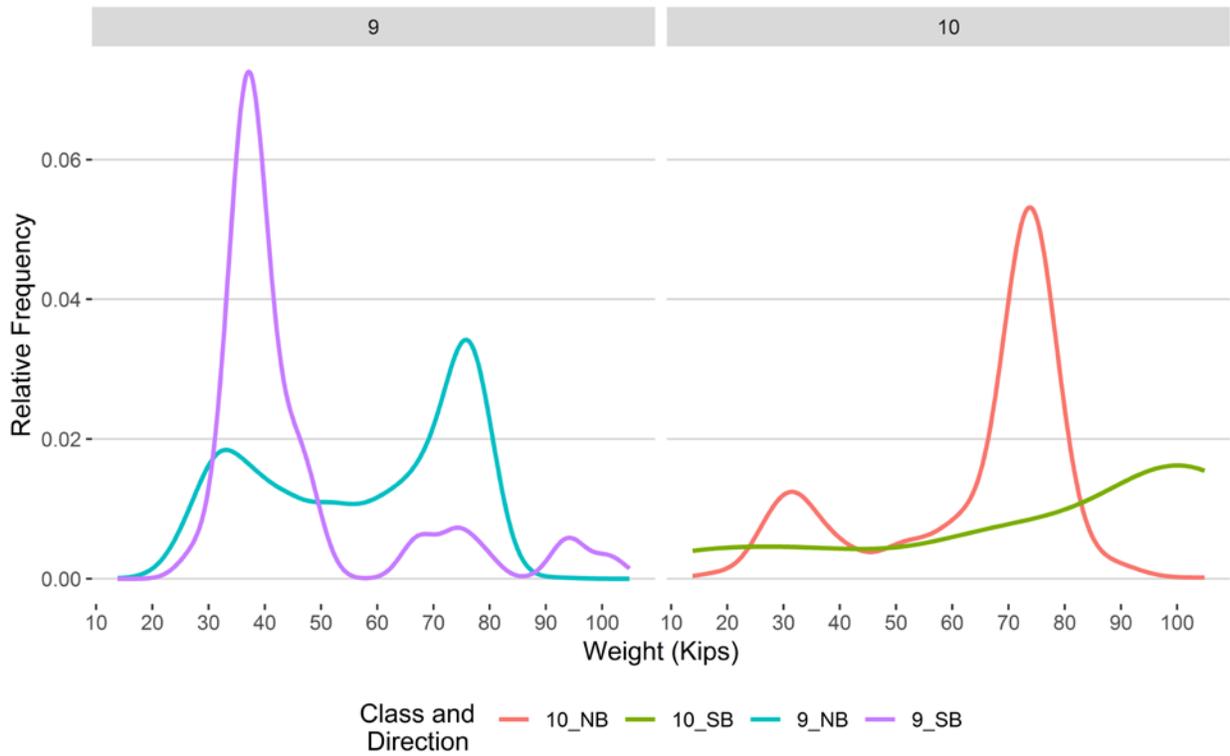


Figure 9 - Freight Percentage by Direction and Class

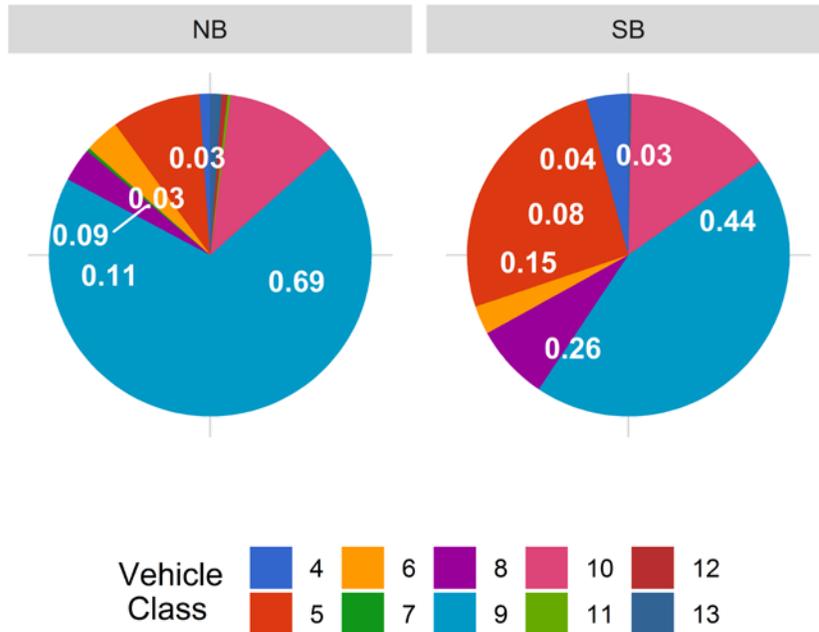


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

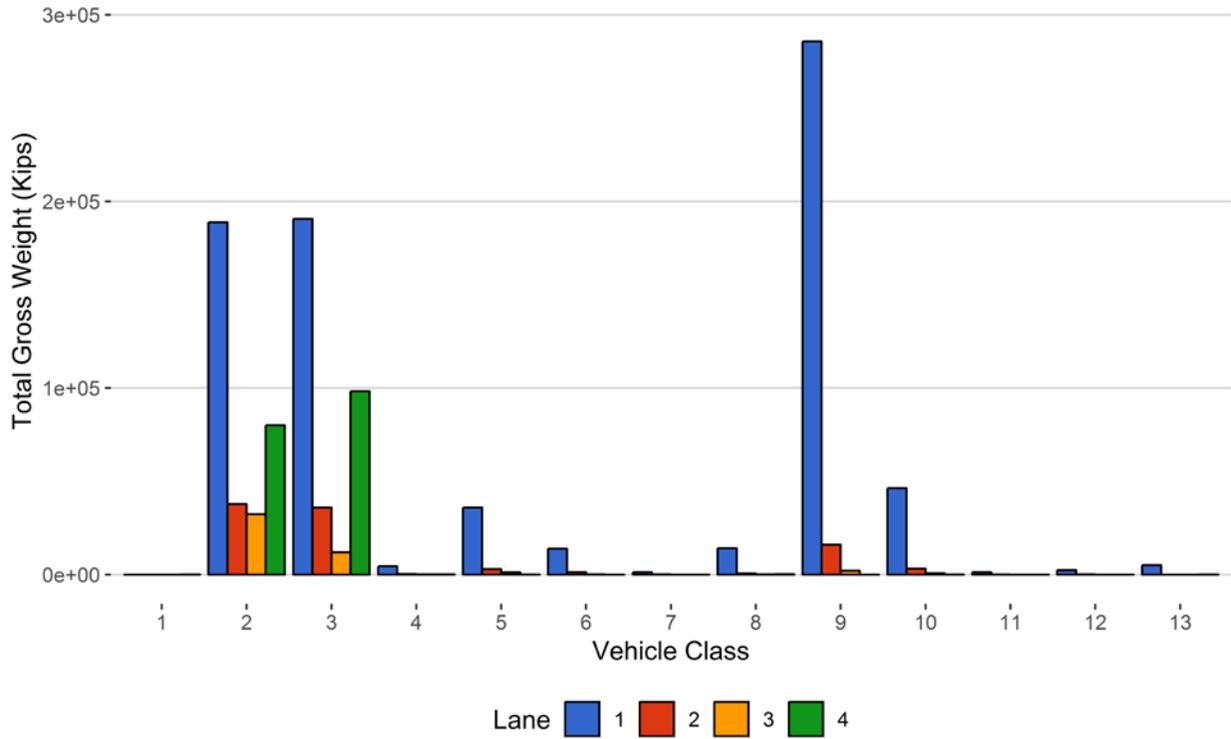


Figure 11 - Total Gross Vehicle Weight t

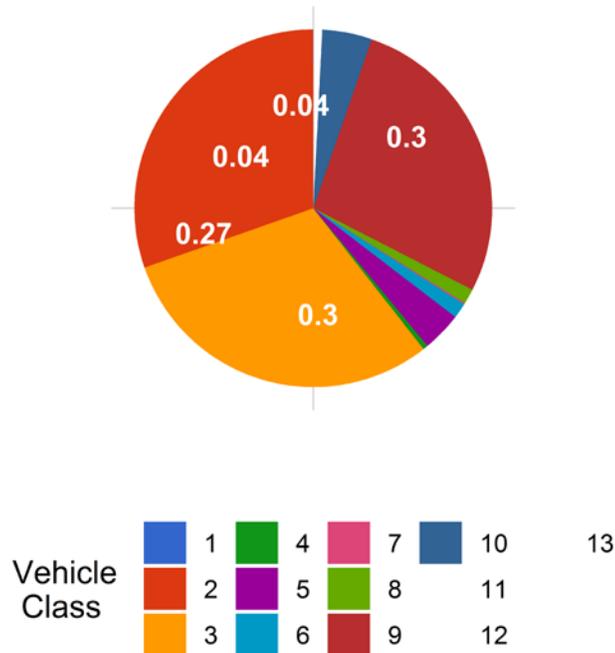


Figure 12 - Total ESALs by Class and Lane

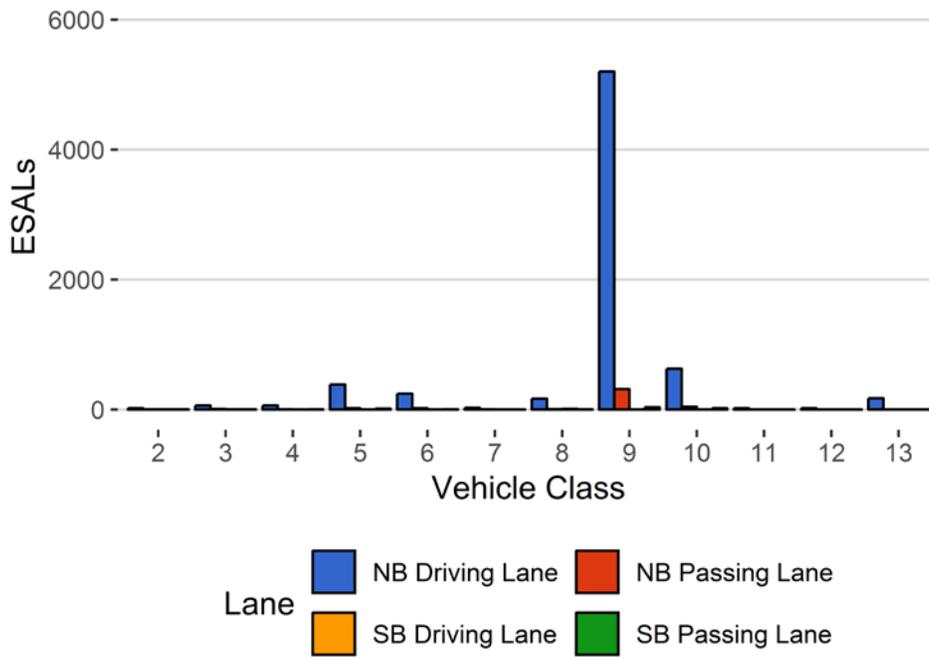


Figure 13 - ESALs by Class

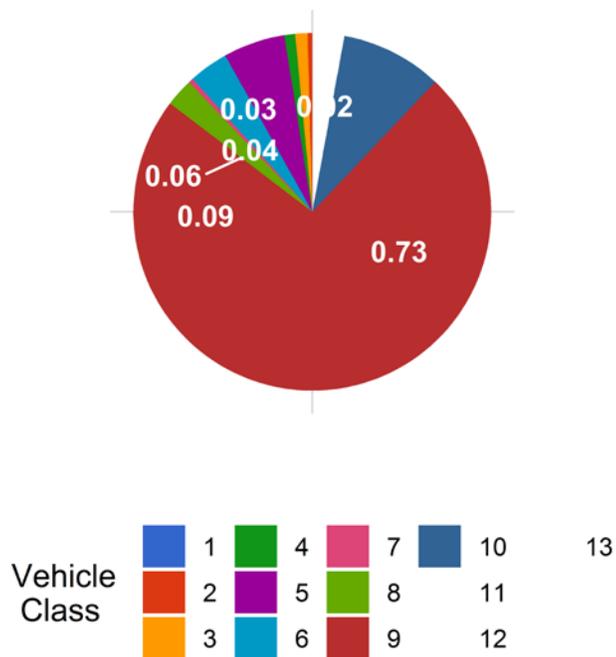


Table 1 Class 9 Front Axle Weight by Lane

<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
August 2018	12.20	-0.43	10.87	-3.56	12.95	-4.40	10.10	4.62
September 2018	12.14	-0.93	10.89	-3.33	13.29	-1.93	10.24	6.00
October 2018	11.92	-2.70	10.88	-3.49	13.38	-1.26	9.91	2.61
November 2018	11.54	-5.83	10.56	-6.26	13.07	-3.53	NA	NA

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	1	21	0	0	0
2	3556	106685	54.1	0	0
3	2689	80656	40.9	0	0
4	6	177	0.1	2	0.3
5	90	2695	1.4	18	2.9
6	16	474	0.2	26	4.2
7	1	25	0	8	1.3
8	16	482	0.2	9	1.5
9	167	4999	2.5	466	75.6
10	25	737	0.4	52	8.4
11	1	24	0	0	0
12	2	46	0	3	0.5
13	2	47	0	32	5.2
TOTAL	6569	197068	100	616	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>
2018-11-07	Wednesday	05:39:28	10	NB	1	119.36
2018-11-15	Thursday	19:05:37	10	NB	1	118.3
2018-11-14	Wednesday	09:59:07	10	NB	1	108.57
2018-11-04	Sunday	00:37:04	9	SB	3	107.82
2018-11-07	Wednesday	10:23:34	10	NB	1	104.87
2018-11-07	Wednesday	04:33:00	9	NB	1	104.44
2018-11-07	Wednesday	15:23:44	9	NB	1	103.43
2018-11-07	Wednesday	05:48:49	9	NB	1	103.18
2018-11-02	Friday	12:10:03	10	SB	3	103.11
2018-11-01	Thursday	13:23:19	10	SB	3	101.82

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	174	40	23	4245	501	1118
5	NB	8	2773	426	15.4	35788	3009	8506
6	NB	19	499	88	17.6	13800	1414	2996
7	NB	11.5	26	0	0	1446	0	573
8	NB	31	491	236	48.1	9710	5040	902
9	NB	33	5256	724	13.8	280743	21058	65594
10	NB	33.5	772	93	12	46804	2683	12029
11	NB	36.5	25	1	4	1314	18	219
12	NB	36.5	49	3	6.1	2424	106	372
13	NB	31.5	49	0	0	5013	0	1735
TOTAL	****	****	10114	1611	****	401286	****	94043
<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	14	10	71.4	111	86	26
5	SB	8	85	2	2.4	1202	16	269
6	SB	19	4	0	0	134	0	29
8	SB	31	20	17	85	123	232	15
9	SB	33	45	2	4.4	2014	59	297
10	SB	33.5	9	1	11.1	683	14	207
13	SB	31.5	1	1	100	0	14	0
TOTAL	****	****	178	33	****	4268	****	844
GRAND TOTAL	****	****	10292	1644	414	405554	34250	94887

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	0	0	0	13	13	0
2	188829	37751	32306	80041	338926	30.4
3	190634	35925	11973	98293	336824	30.2
4	4445	301	96	101	4943	0.4
5	35880	2916	1191	27	40014	3.6
6	13894	1321	134	0	15349	1.4
7	1324	122	0	0	1446	0.1
8	14094	656	136	219	15105	1.4
9	285784	16017	2073	0	303874	27.2
10	46341	3146	683	14	50183	4.5
11	1285	48	0	0	1333	0.1
12	2369	161	0	0	2530	0.2
13	5013	0	0	14	5027	0.5
TOTAL	789890	98363	48591	178722	1115567	100
GVW/LANE	70.81	8.82	4.36	16.02	100	0.01

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	0.0435
2	21	4	3	4	32	0.42	6e-04
3	64	11	5	5	85	1.12	0.002
4	64	4	4	1	73	0.96	0.79
5	388	20	15	0	423	5.58	0.3
6	246	22	3	0	271	3.58	1.08
7	28	5	0	0	33	0.44	2.23
8	170	7	4	12	193	2.54	0.76
9	5201	318	38	0	5556	73.3	2.11
10	630	44	22	0	696	9.19	1.79
11	21	0	0	0	22	0.29	1.52
12	21	1	0	0	22	0.29	0.93
13	174	0	0	0	174	2.29	5.77
TOTAL	7029	436	94	22	7580	100	17
ESALS/LANE	92.7	5.8	1.2	0.3	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>
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
Aug 2018	342599	11052	903	314616	91.8	27983.2	8.2	90.5	9.5
Sep 2018	285228	9508	816	260744	91.4	24483.8	8.6	90.9	9.1
Oct 2018	249622	8052	598	231097	92.6	18525.4	7.4	88.5	11.5
Nov 2018	197068	7038	324	187361	95.1	9706.6	4.9	92.2	7.8
TOTAL	2996198	-	-	2771032	-	225167	-	-	-
AVERAGE	249683	8234	616	230919	93	18764	7	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>
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
Aug 2018	10410	622	1244	9155	21431	91	9	3.8
Sep 2018	8865	511	913	8741	19030	93	7	2.7
Oct 2018	16925	553	1095	47650	66222	98	2	24.1
Nov 2018	25339	437	94	6081	31951	98	2	1
TOTAL	254912	7219	11727	128071	401928	-	-	-
AVERAGE	21243	602	977	10673	33494	94	6	10

Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Passing Lane</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Passing Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Dec 2017	825230	86740	100718	162052	1174740
Jan 2018	818040	85005	93348	153344	1149736
Feb 2018	897695	103424	129546	244500	1375165
Mar 2018	749520	88531	110315	462367	1410733
Apr 2018	1019948	141819	177143	923114	2262024
May 2018	1194612	198846	235069	1090007	2718534
Jun 2018	1200888	197432	267870	1094248	2760438
Jul 2018	1173525	196694	261803	1096958	2728981
Aug 2018	969392	140464	208303	989554	2307712
Sep 2018	954312	123010	171147	508197	1756665
Oct 2018	794192	98400	48848	184421	1125860
Nov 2018	847068	95361	130293	218569	1291292
TOTAL	11444422	1555725	1934402	7127330	22061880
AVERAGE	953702	129644	161200	593944	1838490

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>
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
Aug 2018	3887	1.1	13.9	759	302
Sep 2018	3554	1.3	14.5	588	250
Oct 2018	2425	1	11.2	408	227
Nov 2018	677	0.3	5.5	83	56
TOTAL	35229	-	-	6952	2719
AVERAGE	2935.8	1.2	15.1	579.3	226.6

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>
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
Aug 2018	123235	102443	225678	54.6	45.4
Sep 2018	105223	95047	200270	52.5	47.5
Oct 2018	115876	43171	159047	72.9	27.1
Nov 2018	94043	844	94887	99.1	0.9
TOTAL	1399796	613498	2013294	-	-
AVERAGE	116649.7	51124.8	167774.5	74.2	25.8