

JULY 2018



**WIM #38
I-535, MP 1.1
DULUTH, MN**

**MONTHLY
REPORT**



Your Destination... Our Priority



WIM Site Location

WIM #38 is located on I-535 near Duluth in St Louis county.

System Operation

WIM #38 was operational for the entire month of July 2018. Volume was computed using all monthly data.

System Calibration

WIM #38 was most recently calibrated on 2017-01-23. Table 1 summarizes the front axle weights of class 9s by lane ¹. Table 1 indicates that the class 9 front axle weights were all within +/- 9% of baseline calibration values for all lanes. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation ². Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

Summary of Volume Statistics

Total Monthly Volume: 1102714 | Passenger Vehicles: 1038708 | Heavy Commercial Vehicles: 64006

Monthly Average Daily Traffic (MADT): 35571 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 2065

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 Fridays, with lowest volumes reported on Sundays (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 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 02 PM and 04 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 64006 HCVs, 3979 of them were overweight³. These overweight HCVs contributed to 0.4% of total monthly volume, and 6.4% 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 6 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 60.6% 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 September.

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 ,72 NB vehicles exceeded 88,000 pounds (31 vehicles were Class 13's; 30 vehicles were Class 10's). Of vehicles traveling SB,

115 NB vehicles exceeded 88,000 pounds (59 vehicles were Class 13's; 48 vehicles were Class 10'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 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 467165 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (50.1%) than SB (49.9%). See Table 4 and Figure 11 for more freight information.

Infrastructure Considerations

Bridge. Bridge No. 9030 (Blatnik Bridge) is approximately 1.1 miles south of WIM #38, and Bridge No. 69808 is 0.45 miles south of WIM #38. A pair of bridges also exists 0.4 miles north of WIM #38 (Bridge No. 69801C on the NB side and Bridge No. 69801N on the SB side). WIM #38 recorded a total of 1102714 vehicles with a combined GVW of 6958356 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 41100 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 51.7% of all ESALs were recorded NB while 48.3% was observed SB. In particular, 60% of all ESALs were generated by the Class 9's (Class 9's

were also responsible for generating 20% 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).

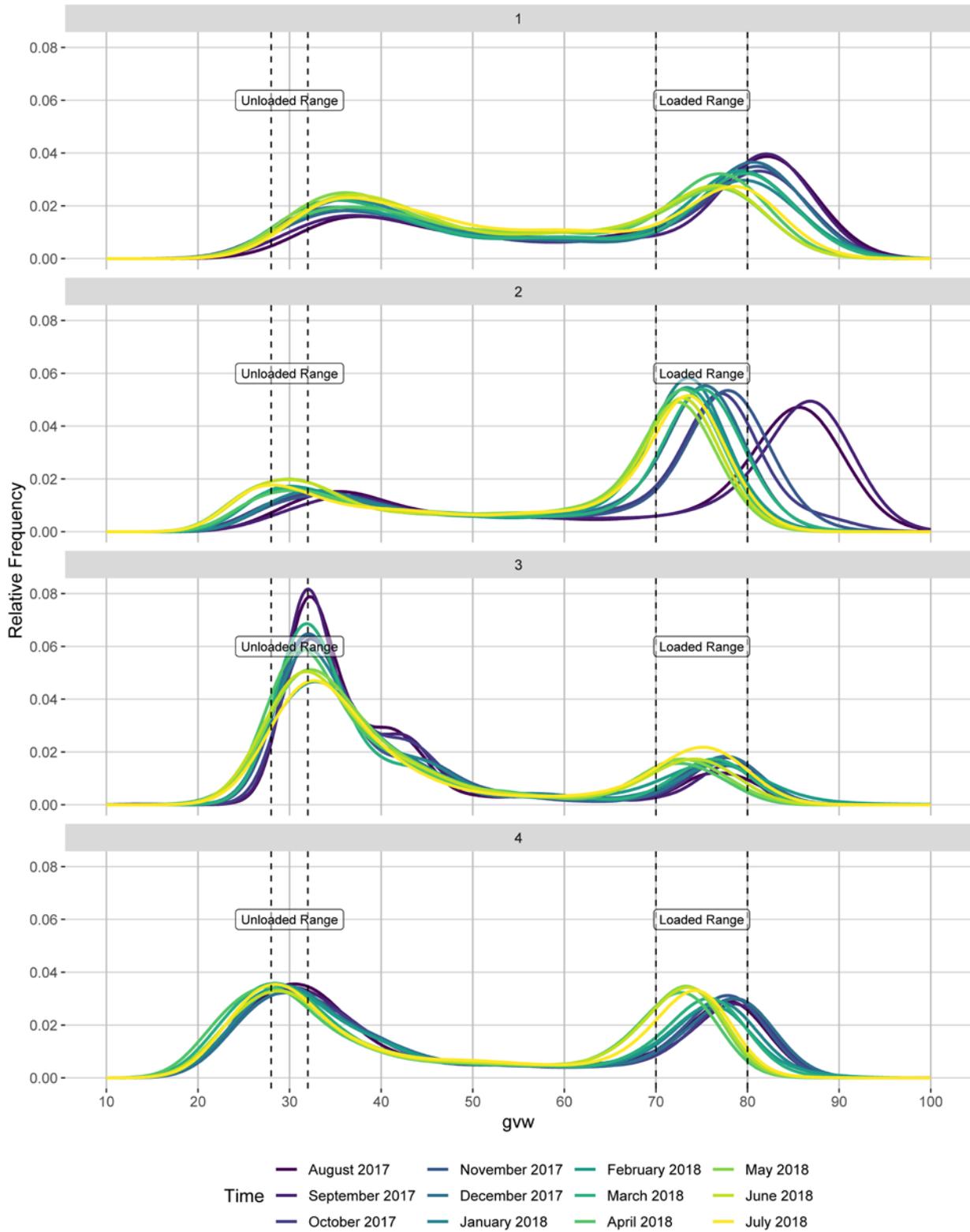
WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>

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.

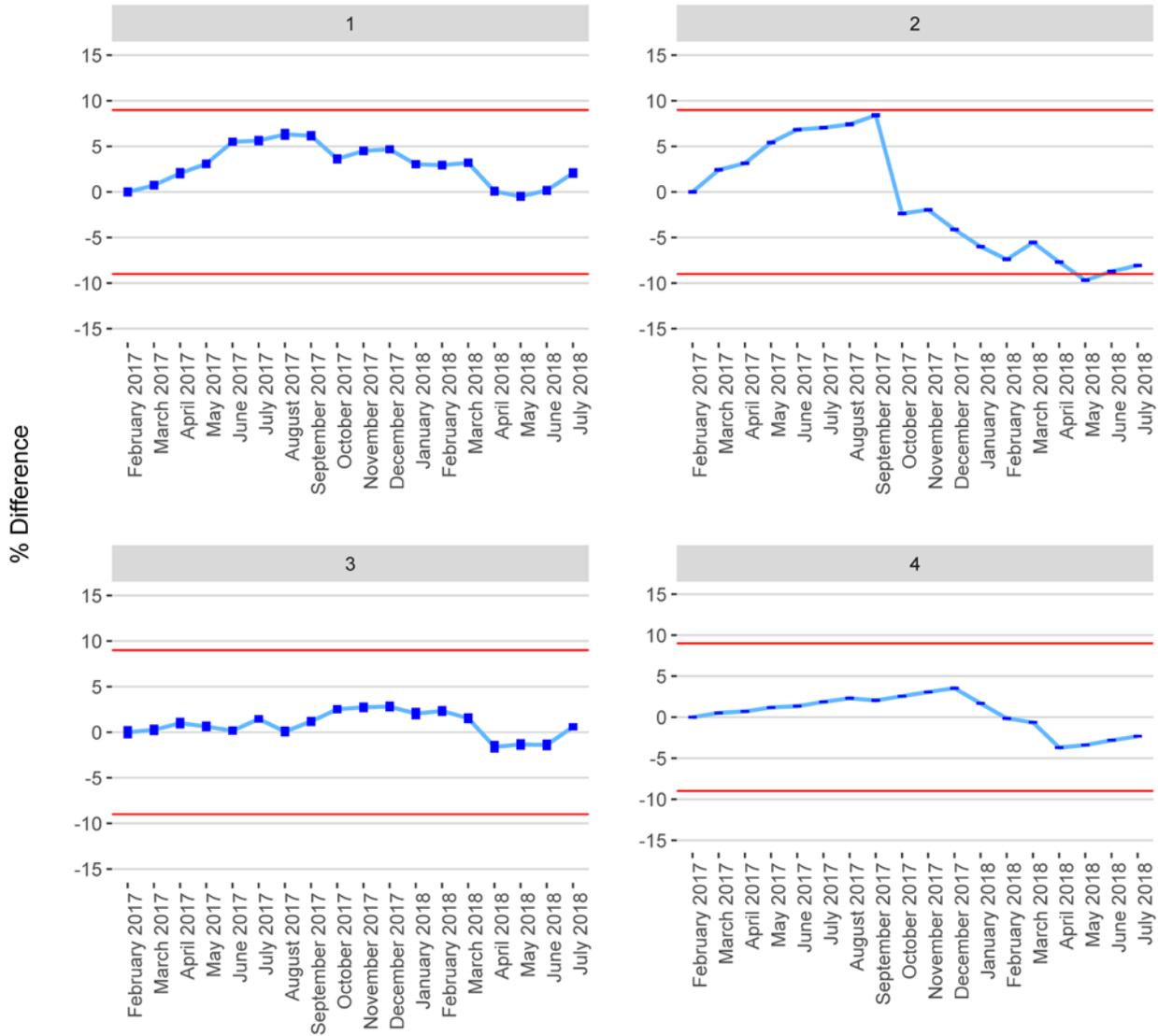
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Figure 1 - Monthly Class 9 GWW Histogram



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

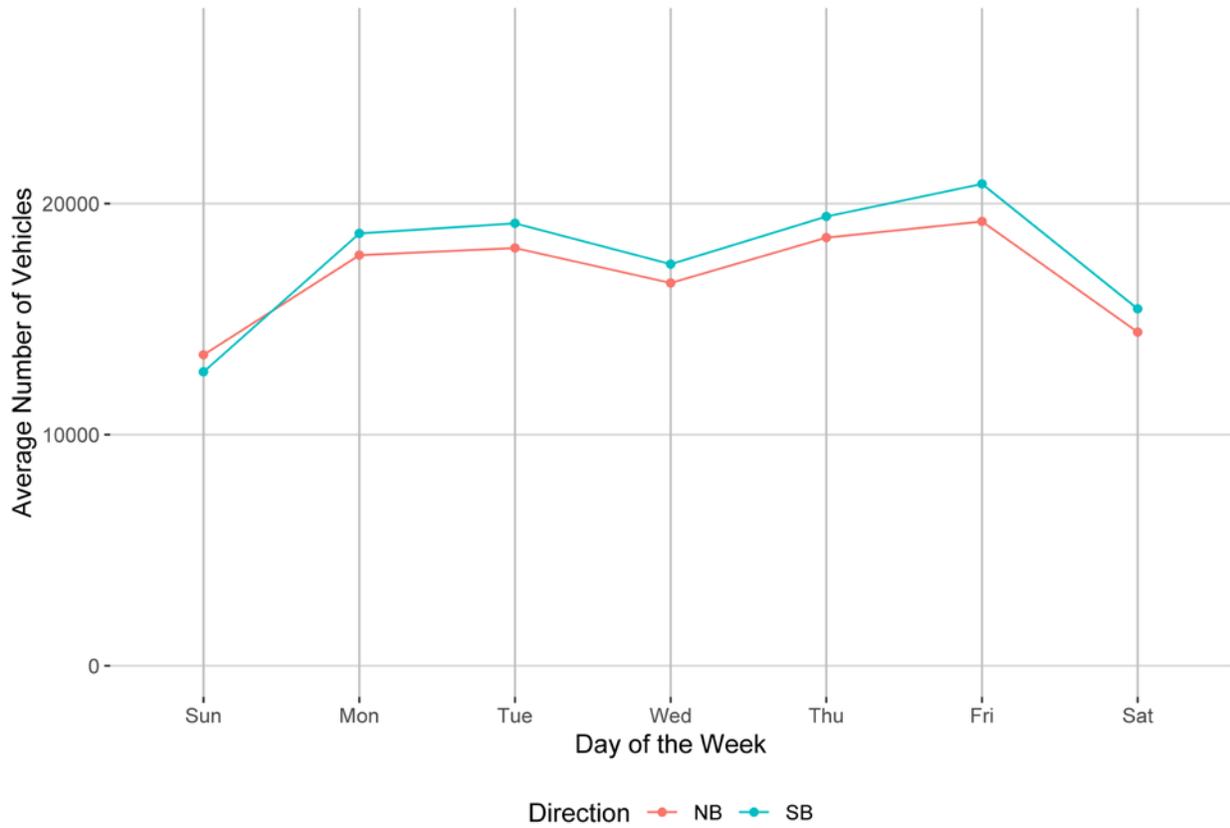


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

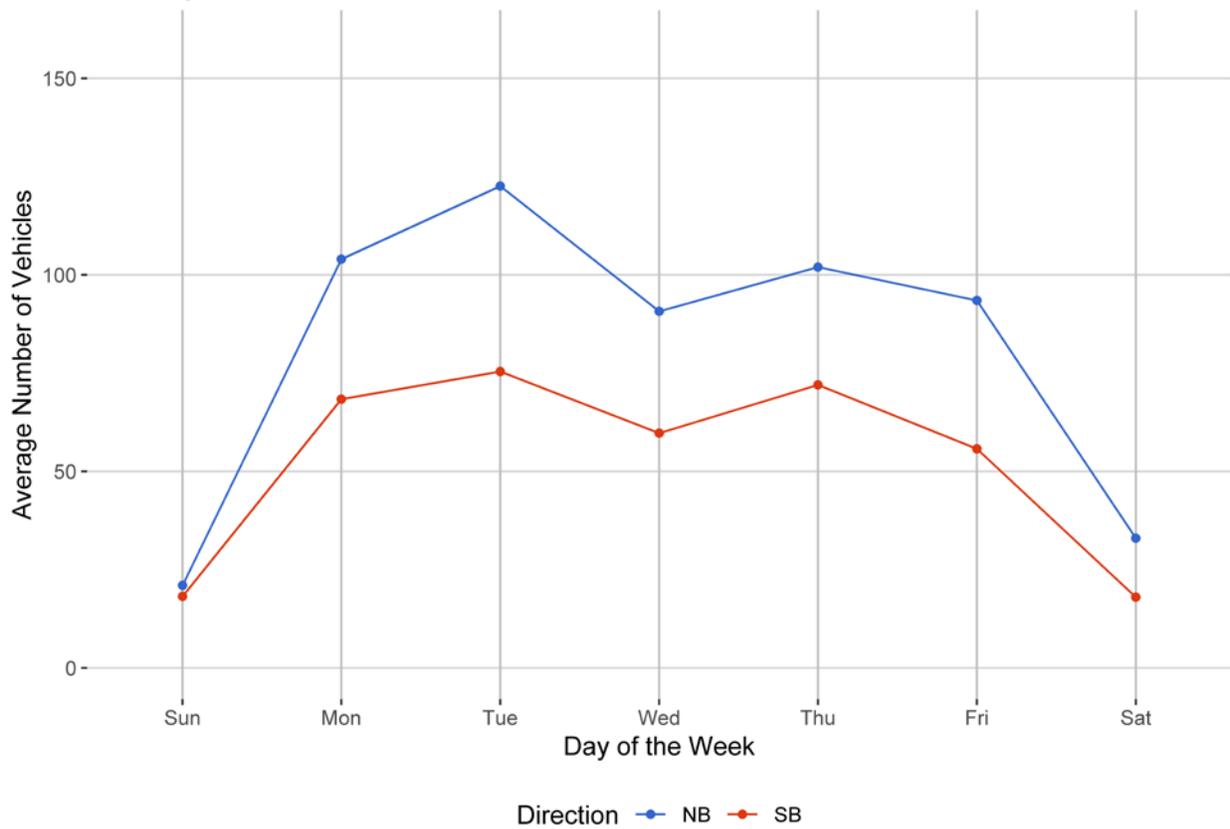


Figure 4 - Passenger Vehicles vs. Hour of the Day

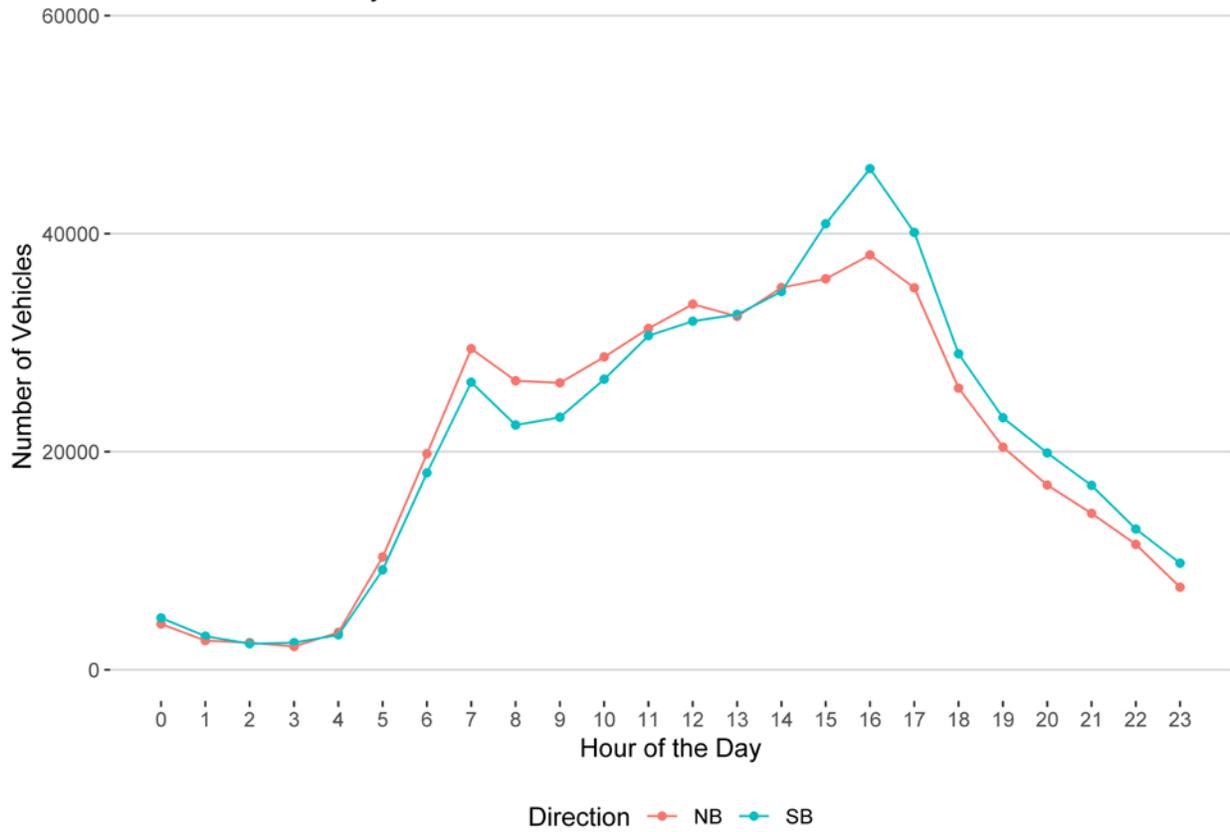


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

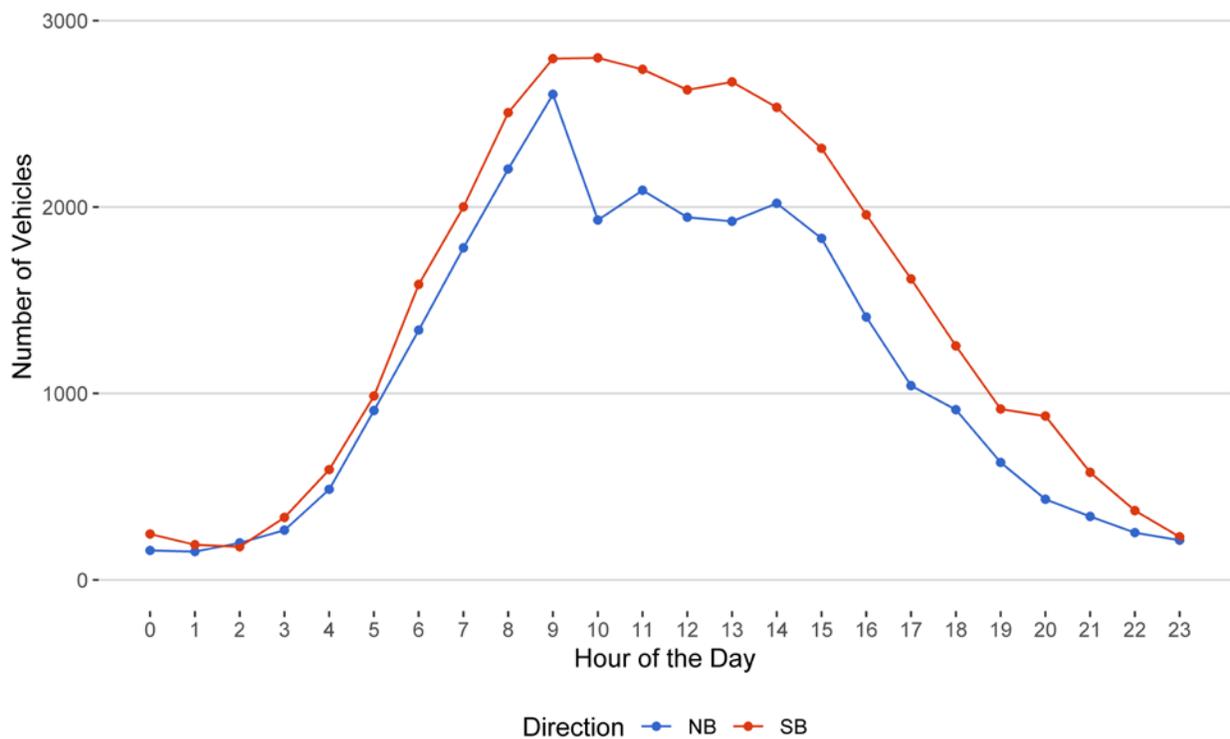


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

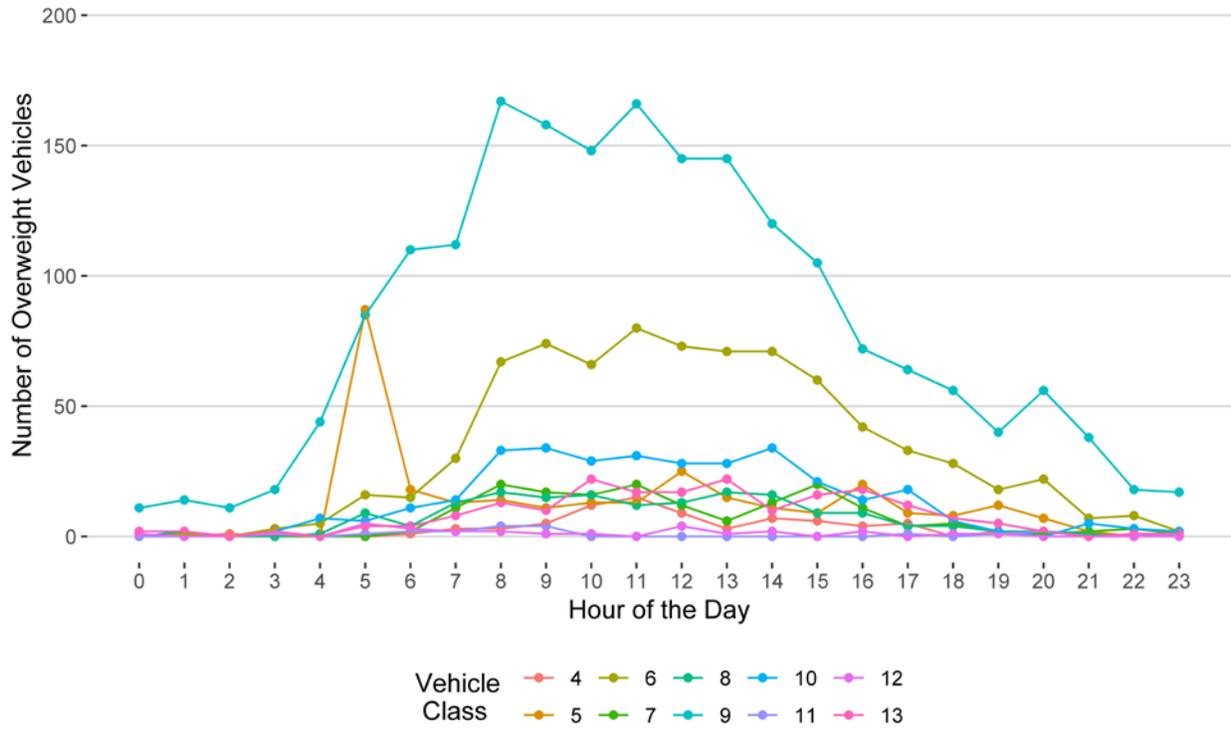


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

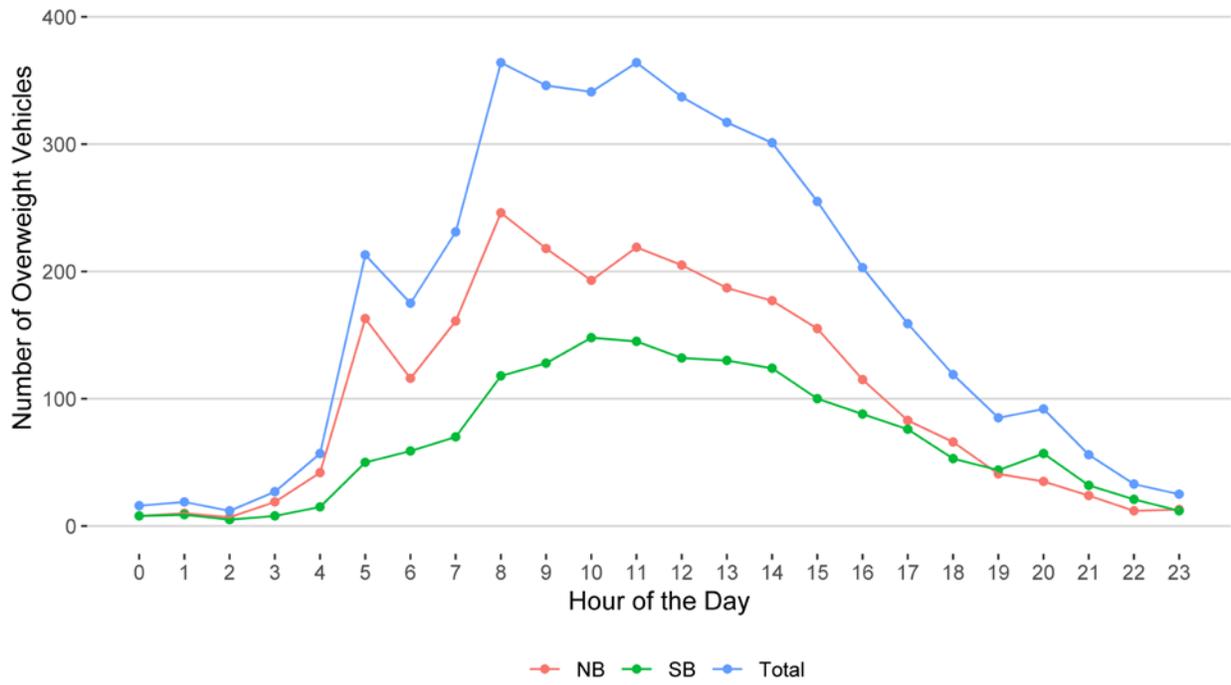
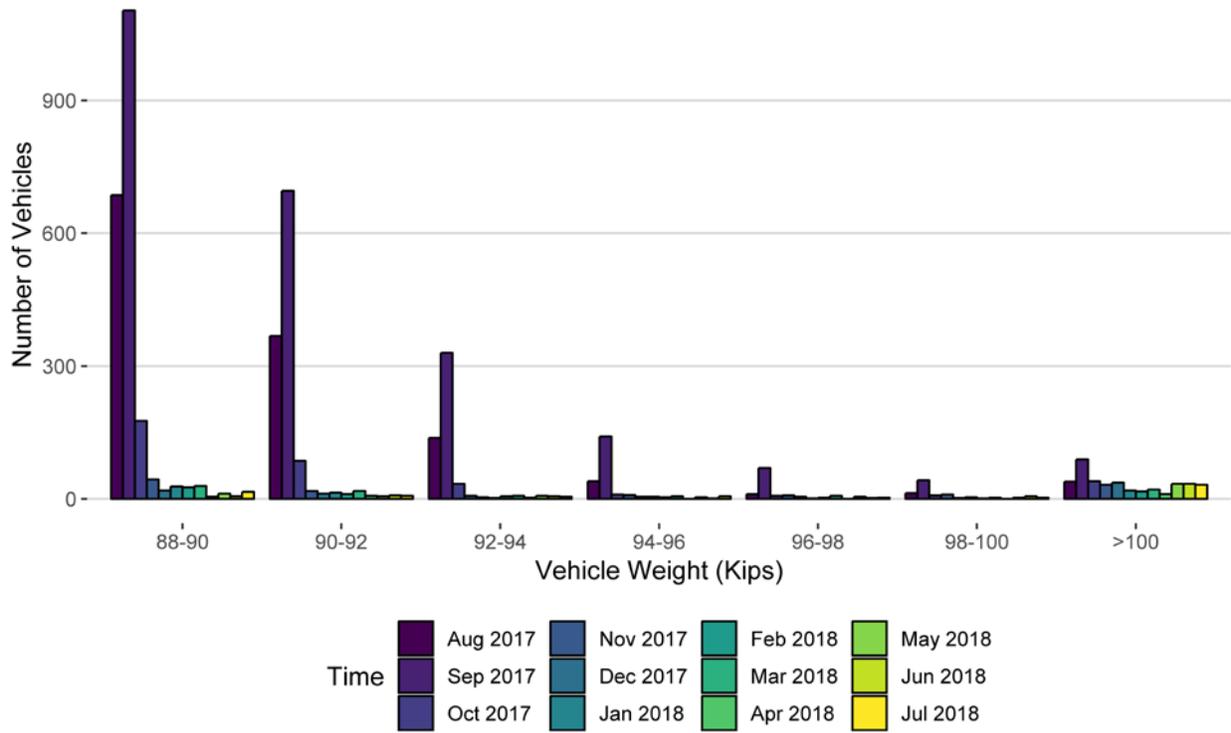
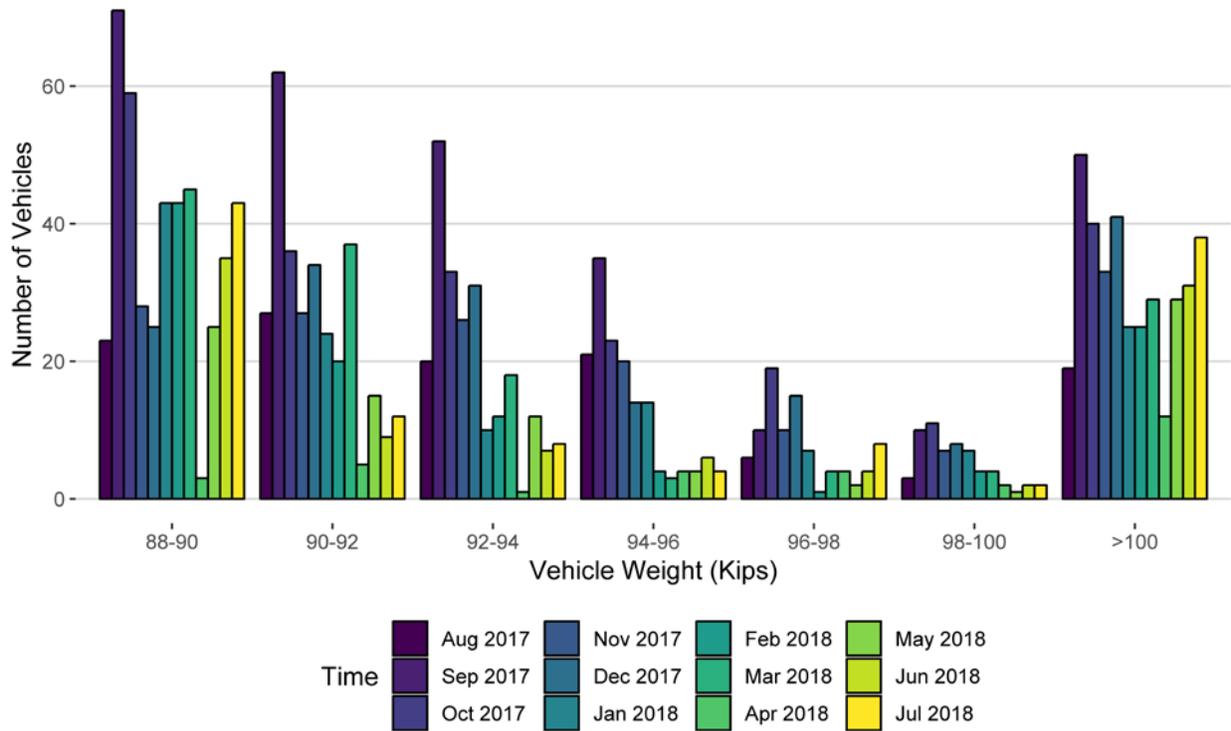


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



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	686	1103	176	44	19	28	26	29	5	12	6	16
90-92	368	696	86	18	12	14	11	18	7	6	8	7
92-94	138	330	34	7	4	2	6	7	3	7	6	5
94-96	40	141	10	9	5	5	4	6	0	4	1	6
96-98	11	70	7	8	5	1	3	7	0	5	2	3
98-100	13	42	8	10	2	4	1	3	0	3	6	3
>100	39	89	40	32	37	19	17	21	11	34	34	32
Total	1295	2471	361	128	84	73	68	91	26	71	63	72

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	23	71	59	28	25	43	43	45	3	25	35	43
90-92	27	62	36	27	34	24	20	37	5	15	9	12
92-94	20	52	33	26	31	10	12	18	1	12	7	8
94-96	21	35	23	20	14	14	4	3	4	4	6	4
96-98	6	10	19	10	15	7	1	4	4	2	4	8
98-100	3	10	11	7	8	7	4	4	2	1	2	2
>100	19	50	40	33	41	25	25	29	12	29	31	38
Total	119	290	221	151	168	130	109	140	31	88	94	115

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

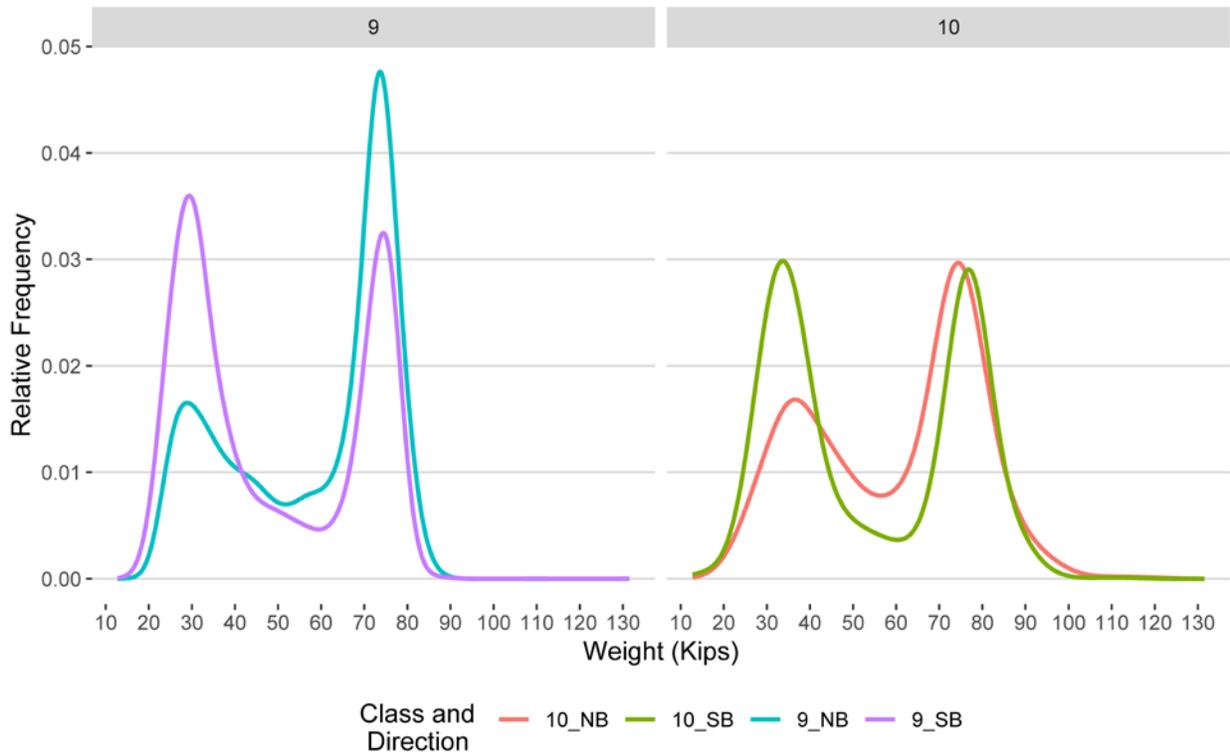


Figure 9 - Freight Percentage by Direction and Class

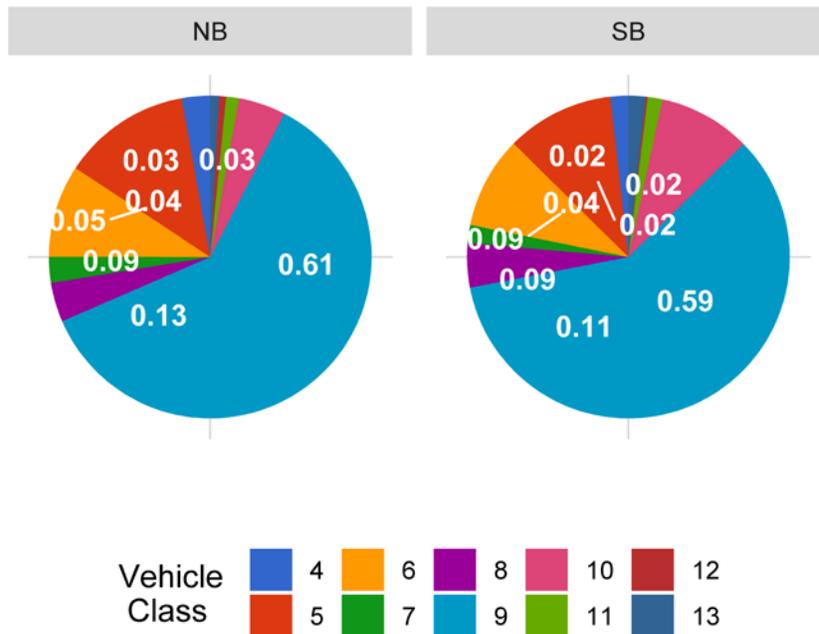


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

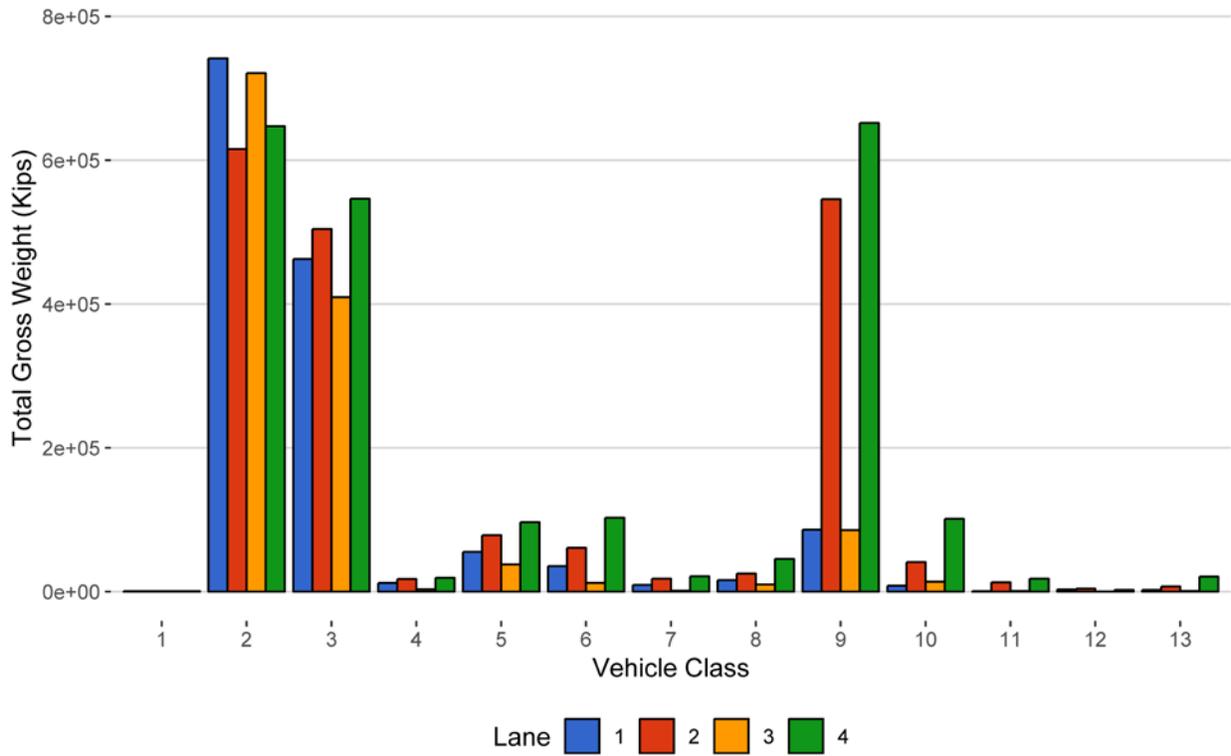


Figure 11 - Total Gross Vehicle Weight t

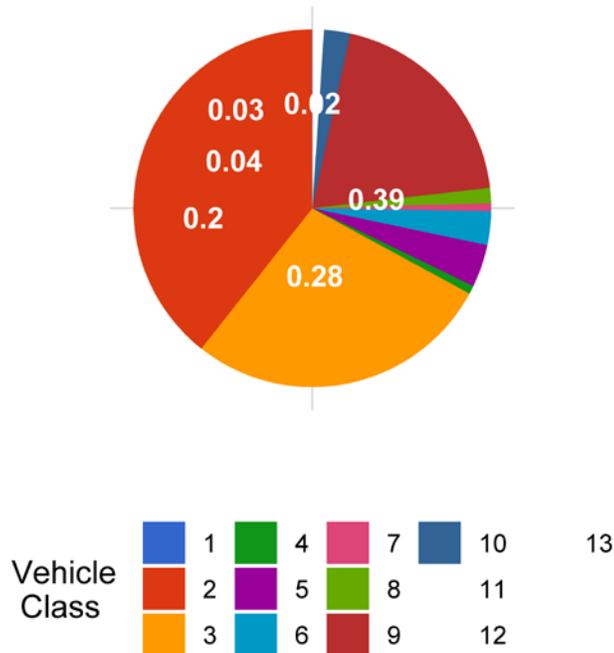


Figure 12 - Total ESALs by Class and Lane

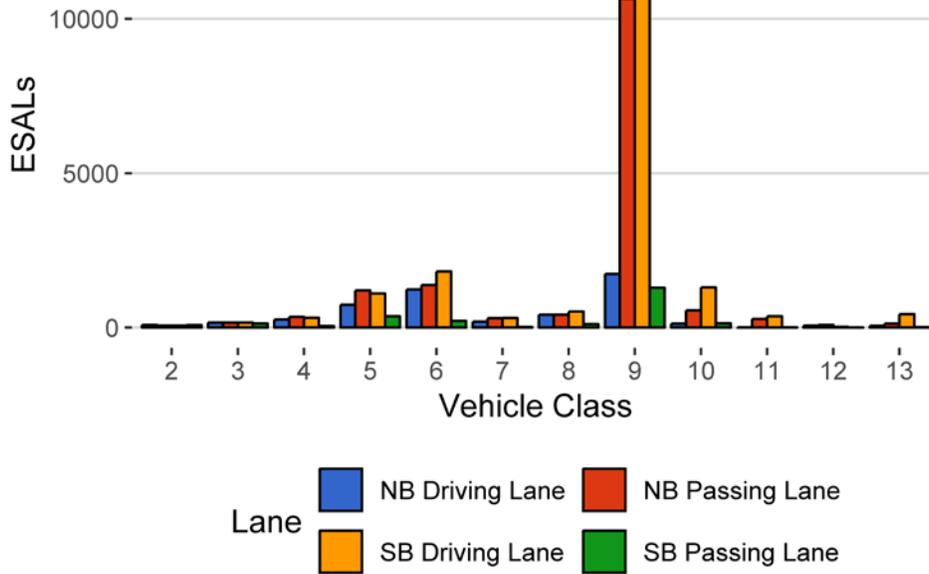


Figure 13 - ESALs by Class

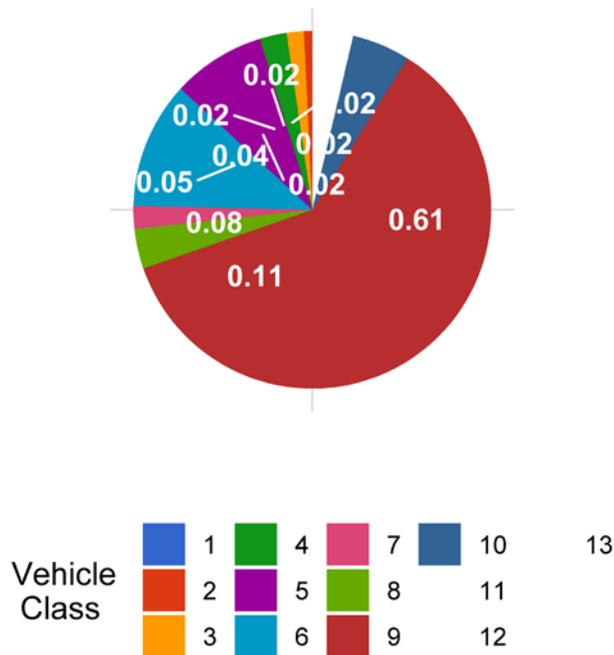


Table 1 Class 9 Front Axle Weight by Lane

<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>
February 2017	11.58	0.00	11.71	0.00	11.07	0.00	10.45	0.00
March 2017	11.67	0.74	12.00	2.43	11.10	0.26	10.50	0.53
April 2017	11.82	2.05	12.08	3.15	11.18	1.00	10.52	0.71
May 2017	11.94	3.09	12.35	5.42	11.14	0.64	10.57	1.18
June 2017	12.22	5.51	12.51	6.84	11.09	0.18	10.59	1.36
July 2017	12.23	5.63	12.54	7.05	11.23	1.46	10.64	1.87
August 2017	12.31	6.32	12.58	7.42	11.08	0.08	10.69	2.32
September 2017	12.29	6.17	12.70	8.41	11.20	1.18	10.66	2.06
October 2017	12.00	3.63	11.43	-2.37	11.35	2.52	10.72	2.56
November 2017	12.10	4.50	11.48	-1.96	11.37	2.73	10.77	3.08
December 2017	12.12	4.67	11.23	-4.12	11.38	2.82	10.82	3.54
January 2018	11.93	3.05	11.01	-6.00	11.30	2.06	10.63	1.69
February 2018	11.92	2.95	10.85	-7.39	11.33	2.33	10.43	-0.15
March 2018	11.95	3.20	11.06	-5.53	11.24	1.53	10.38	-0.63
April 2018	11.59	0.09	10.81	-7.70	10.89	-1.59	10.06	-3.69
May 2018	11.52	-0.49	10.58	-9.68	10.92	-1.34	10.09	-3.39
June 2018	11.60	0.17	10.69	-8.71	10.91	-1.39	10.16	-2.80
July 2018	11.82	2.08	10.77	-8.07	11.13	0.60	10.21	-2.33

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	51	1576	0.1	0	0
2	23058	714788	64.8	0	0
3	10398	322344	29.2	0	0
4	60	1855	0.2	76	1.9
5	648	20095	1.8	289	7.3
6	217	6725	0.6	792	19.9
7	29	899	0.1	166	4.2
8	108	3356	0.3	166	4.2
9	866	26854	2.4	1920	48.3
10	97	3021	0.3	329	8.3
11	21	660	0.1	19	0.5
12	5	157	0	27	0.7
13	12	383	0	195	4.9
TOTAL	35571	1102714	100	3979	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	11:14:24	9	SB	4	131.53
2018-07-07	Saturday	17:29:23	10	NB	2	118.93
2018-07-06	Friday	18:43:44	10	SB	4	115.25
2018-07-31	Tuesday	12:24:16	10	NB	1	111.81
2018-07-18	Wednesday	13:20:42	10	SB	4	109.95
2018-07-05	Thursday	11:10:12	9	SB	4	109.73
2018-07-12	Thursday	22:05:51	10	SB	4	107.85
2018-07-13	Friday	13:45:30	10	NB	2	106.59
2018-07-30	Monday	06:31:11	9	NB	2	105.09
2018-07-01	Sunday	23:56:03	10	NB	1	99.03

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	962	138	14.3	27661	1780	7650
5	NB	8	9441	1246	13.2	124578	9042	29509
6	NB	19	2787	358	12.8	90286	6066	22068
7	NB	11.5	470	0	0	26935	0	10765
8	NB	31	1319	707	53.6	26727	14187	3877
9	NB	33	10798	1797	16.6	581856	50250	142411
10	NB	33.5	818	87	10.6	46589	2513	11050
11	NB	36.5	266	46	17.3	12595	955	2283
12	NB	36.5	105	9	8.6	6863	226	1679
13	NB	31.5	111	1	0.9	9202	15	2869
TOTAL	****	****	27077	4389	****	953291	****	234161
<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	834	162	19.4	20279	2057	5099
5	SB	8	10019	1752	17.5	121834	12304	27849
6	SB	19	3726	512	13.7	106421	8341	22678
7	SB	11.5	401	0	0	22392	0	8890
8	SB	31	1931	1195	61.9	28683	26655	2934
9	SB	33	15208	5725	37.6	577788	159673	132425
10	SB	33.5	2108	483	22.9	100559	14328	23061
11	SB	36.5	373	91	24.4	16279	2307	2993
12	SB	36.5	47	10	21.3	2134	224	392
13	SB	31.5	260	0	0	21557	0	6684
TOTAL	****	****	34907	9930	****	1017927	****	233004
GRAND TOTAL	****	****	61984	14319	367	1971218	310924	467165

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	473	578	475	537	2062	0
2	741787	615516	721296	647342	2725940	39.3
3	462718	504452	409614	546466	1923249	27.7
4	12076	17365	3233	19102	51776	0.7
5	55307	78312	37719	96419	267757	3.9
6	35423	60929	12081	102682	211114	3
7	9128	17807	1185	21207	49327	0.7
8	15890	25023	9842	45497	96252	1.4
9	86175	545931	85510	651951	1369567	19.8
10	8072	41030	13687	101201	163990	2.4
11	662	12889	814	17772	32137	0.5
12	3009	4080	83	2274	9446	0.1
13	2188	7029	766	20791	30775	0.4
TOTAL	1432907	1930942	1296305	2273240	6933394	100
GVW/LANE	20.67	27.85	18.7	32.79	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	7e-04
2	90	67	86	62	305	0.75	9e-04
3	166	165	134	162	627	1.55	0.004
4	263	350	54	320	988	2.44	1.1
5	743	1205	367	1103	3419	8.43	0.35
6	1234	1380	220	1821	4655	11.48	1.43
7	192	306	19	316	832	2.05	1.9
8	419	415	112	524	1470	3.63	0.91
9	1738	10650	1289	10947	24624	60.74	1.9
10	127	562	136	1306	2131	5.26	1.46
11	10	283	10	366	670	1.65	2.08
12	65	92	0	28	186	0.46	2.35
13	57	125	18	434	633	1.56	3.34
TOTAL	5103	15600	2447	17390	40539	100	17
ESALS/LANE	12.6	38.5	6	42.9	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	1143334	36882	2251	1073561	93.9	69773.2	6.1	59.8	40.2
Sep 2017	1051344	35045	2281	982913	93.5	68430.8	6.5	60.3	39.7
Oct 2017	1057921	34126	2165	990812	93.7	67109	6.3	60	40
Nov 2017	923269	30776	1811	868925	94.1	54344.1	5.9	60.9	39.1
Dec 2017	913329	29462	1624	862996	94.5	50333.1	5.5	60.5	39.5
Jan 2018	858959	27708	1616	808848	94.2	50110.6	5.8	60.1	39.9
Feb 2018	795786	28421	1662	749260	94.2	46525.6	5.8	59.1	40.9
Mar 2018	957360	30883	1728	903798	94.4	53562.5	5.6	60.8	39.2
Apr 2018	934763	31159	1628	885913	94.8	48850.1	5.2	60.9	39.1
May 2018	1053607	33987	1904	994590	94.4	59016.7	5.6	61.7	38.3
Jun 2018	1050563	35019	2037	989463	94.2	61099.9	5.8	60.7	39.3
Jul 2018	1102714	35571	2065	1038708	94.2	64005.8	5.8	59	41
TOTAL	11842949	-	-	11149787	-	693161	-	-	-
AVERAGE	986912	32420	1898	929149	94	57763	6	60	40

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	4162	21573	1201	15440	42376	46	54	20.1
Sep 2017	5516	27204	1410	19085	53216	46	54	32.1
Oct 2017	5387	21860	1938	23245	52430	55	45	3.5
Nov 2017	4502	18335	1386	19614	43837	55	45	2.6
Dec 2017	5033	14652	1411	18341	39436	59	41	3.4
Jan 2018	3867	13495	1148	15629	34139	57	43	3.7
Feb 2018	4269	13000	1411	14675	33354	57	43	2.6
Mar 2018	4256	15982	1290	16709	38236	55	45	3.5
Apr 2018	2887	12198	902	12945	28932	55	45	0.4
May 2018	4057	12762	1206	16207	34231	59	41	1.4
Jun 2018	4502	14753	1337	17081	37672	57	43	1.4
Jul 2018	5462	15767	2447	17423	41100	56	44	1.5
TOTAL	53899	201582	17087	206392	478959	-	-	-
AVERAGE	4492	16798	1424	17199	39913	55	45	6

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	1100540	1437948	924675	1711001	5174164
Sep 2017	1096990	1404045	940384	1574511	5015929
Oct 2017	1259004	1655262	1055154	1973361	5942780
Nov 2017	1149562	1493254	972731	1803124	5418670
Dec 2017	1319432	1720244	1091705	2152815	6284196
Jan 2018	1325028	1870703	1115831	2261593	6573155
Feb 2018	1448213	1938169	1296696	2275279	6958356
Mar 2018	1025328	1641377	861048	1751501	5279254
Apr 2018	1153419	1839408	961714	1968958	5923499
May 2018	1397531	2035396	1222254	2396951	7052132
Jun 2018	1205042	1716301	1046717	2030046	5998106
Jul 2018	1216056	1589362	1057242	1926795	5789455
TOTAL	14696145	20341466	12546151	23825934	71409696
AVERAGE	1224679	1695122	1045513	1985494	5950808

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	9461	1.3	20.5	1418	74
Sep 2017	12595	1.5	23.5	2766	192
Oct 2017	9515	0.9	14.5	584	99
Nov 2017	7927	0.9	14.9	279	82
Dec 2017	6568	0.7	13.3	253	88
Jan 2018	4336	0.5	9.3	204	55
Feb 2018	4386	0.6	9.6	178	48
Mar 2018	4983	0.5	9.5	232	58
Apr 2018	2100	0.2	4.5	57	25
May 2018	2603	0.3	4.6	159	67
Jun 2018	3262	0.3	5.4	158	73
Jul 2018	4147	0.4	6.6	187	75
TOTAL	71883	-	-	6475	936
AVERAGE	5990.2	0.7	11.3	539.6	78

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	234236	173821	408057	57.4	42.6
Sep 2017	297263	219100	516363	57.6	42.4
Oct 2017	293703	260883	554586	53	47
Nov 2017	235864	214931	450795	52.3	47.7
Dec 2017	206917	196474	403391	51.3	48.7
Jan 2018	193276	170391	363667	53.1	46.9
Feb 2018	190177	163838	354015	53.7	46.3
Mar 2018	219841	189443	409283	53.7	46.3
Apr 2018	176275	162266	338541	52.1	47.9
May 2018	195567	213437	409004	47.8	52.2
Jun 2018	219771	218945	438715	50.1	49.9
Jul 2018	234161	233004	467165	50.1	49.9
TOTAL	2697050	2416532	5113583	-	-
AVERAGE	224754.2	201377.7	426131.9	52.7	47.3