

**FEBRUARY 2018**



2009/11/18

**WIM #40  
US 52, MP 126.8  
S. ST. PAUL, MN**

**MONTHLY  
REPORT**



2009/10/20

*Your Destination... Our Priority*



## WIM Site Location

WIM #40 is located on US 52 near South St. Paul in Dakota county.

## System Operation

WIM #40 was operational for the entire month of February 2018. Volume was computed using all monthly data.

## System Calibration

WIM #40 was most recently calibrated on 2016-11-23. 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 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 <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: 1556236 | Passenger Vehicles: 1474975 | Heavy Commercial Vehicles: 81261

Monthly Average Daily Traffic (MADT): 55580 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 2902

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 Thursdays, 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 07 AM 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 07 AM 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 14's and Class 5's.

## Overweight HCVs

**Volume trends.** Of a total of 81261 HCVs, 2245 of them were overweight<sup>3</sup>. These overweight HCVs contributed to 0.2% of total monthly volume, and 3% of total monthly HCV volume. NB overweight vehicles typically reached highest numbers on Thursdays, 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 14 and class 9 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 86% 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 December.

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 ,33 NB vehicles exceeded 88,000 pounds (18 vehicles were Class 13's; 8 vehicles were Class 9's). Of vehicles traveling SB,

2589 NB vehicles exceeded 88,000 pounds (2552 vehicles were Class 14's; 15 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from February 2018.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in February 2018. Data suggests that there were greater numbers of fully\_loaded Class 9's than empty Class 9's traveling NB, while there were more empty Class 9's than fully\_loaded traveling SB. Data also suggests that there were more fully\_loaded Class 10's than empty traveling in the NB direction. In the SB direction, there were more fully\_loaded class 10 vehicles.

**Freight Totals.** A total of 314876 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. 9800 (Lafayette Bridge) is approximately 3.9 miles north of WIM #40. A pair of bridges also exists 0.7 miles south of WIM #40—Bridge No. 19016 on the NB side, and Bridge No. 19015 on the SB side. WIM #40 recorded a total of 1556236 vehicles with a combined GVW of 6900402 kips (1 kip = 1,000 pounds = 0.5 tons) in February 2018. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 2627650 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 99.5% of all ESALs were recorded SB while 0.5% was observed NB. In particular, 99% 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).

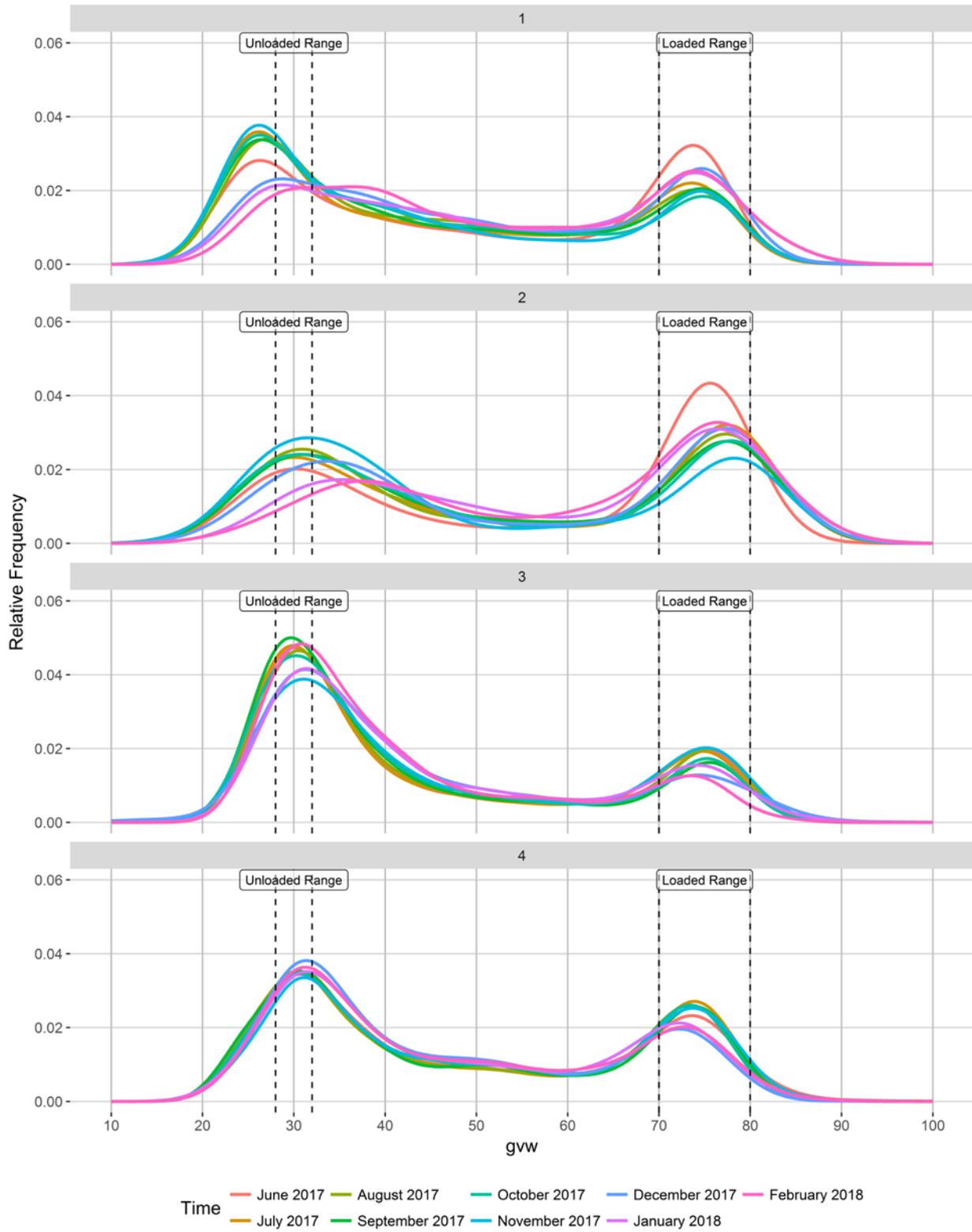
*WIM monthly reports can be found at: <http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html>*

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>

- <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.

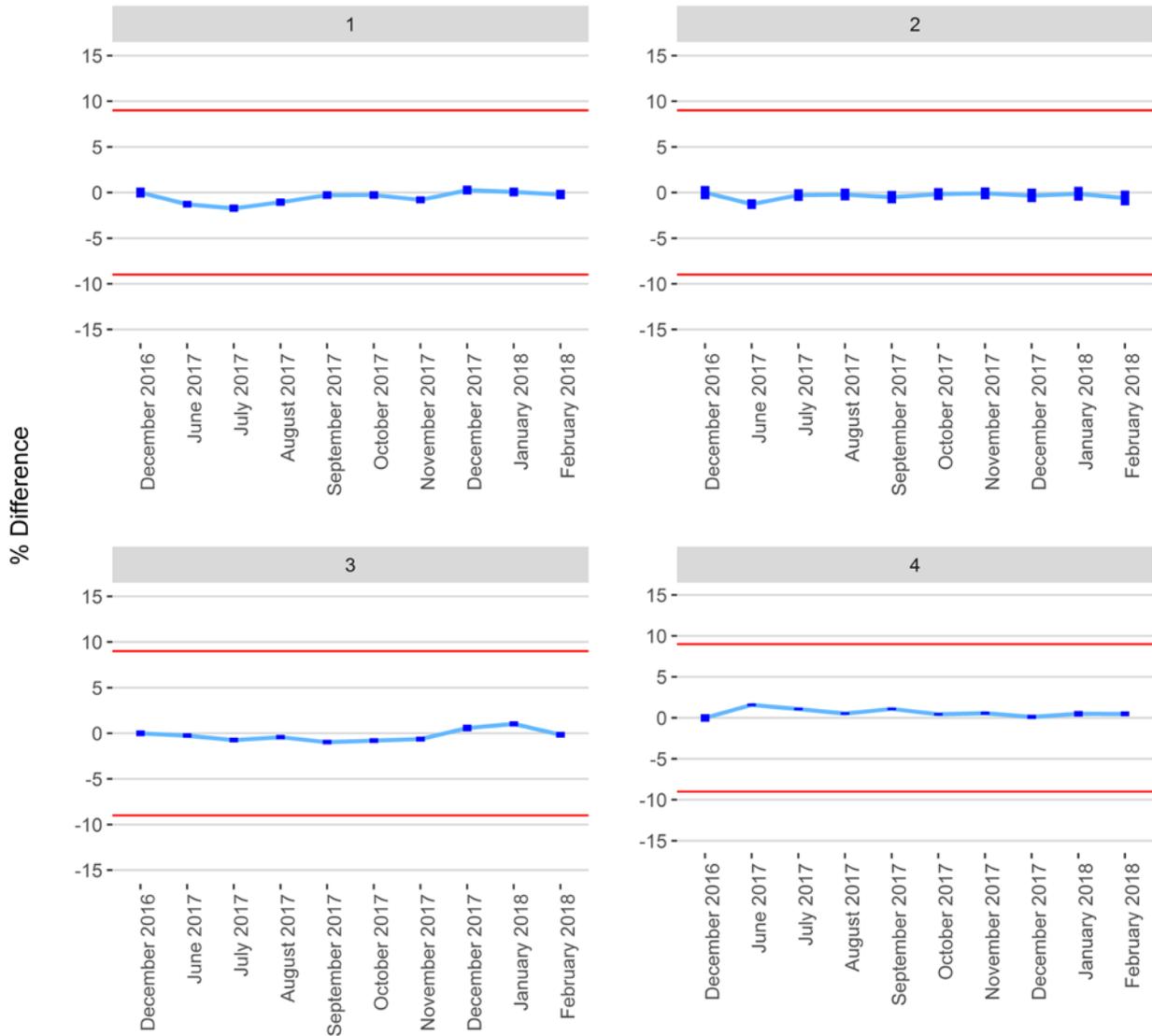
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Figure 1 - Monthly Class 9 GVW Histogram



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

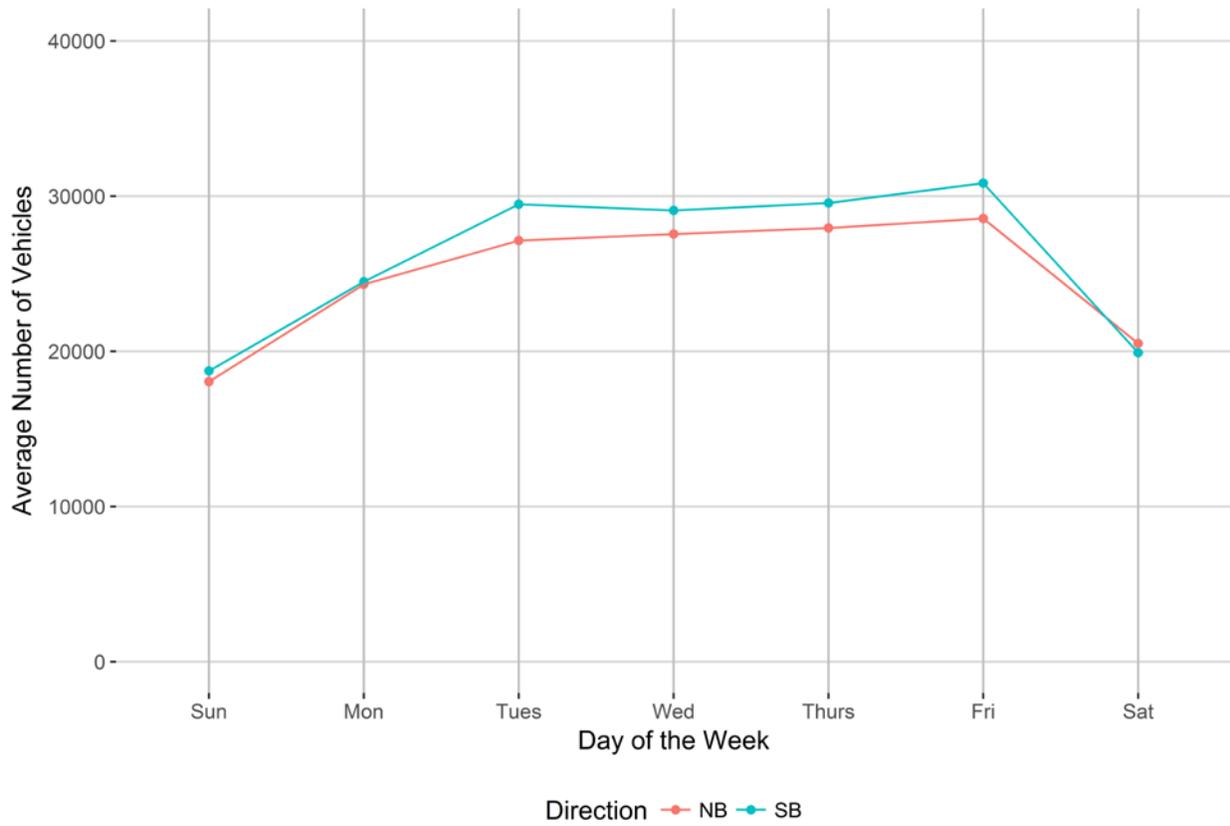


Figure 3 - Average Overweight Vehicle Volume vs. Day of the Week

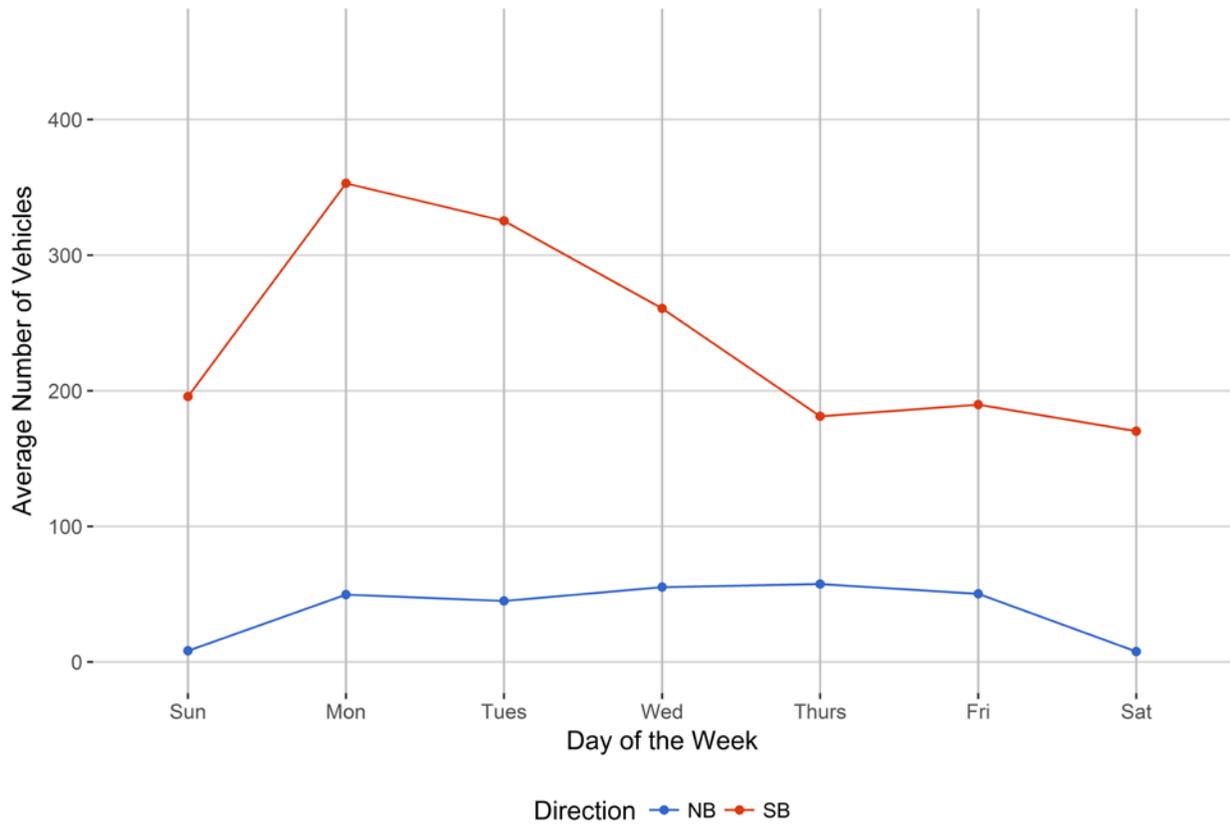


Figure 4 - Passenger Vehicles vs. Hour of the Day

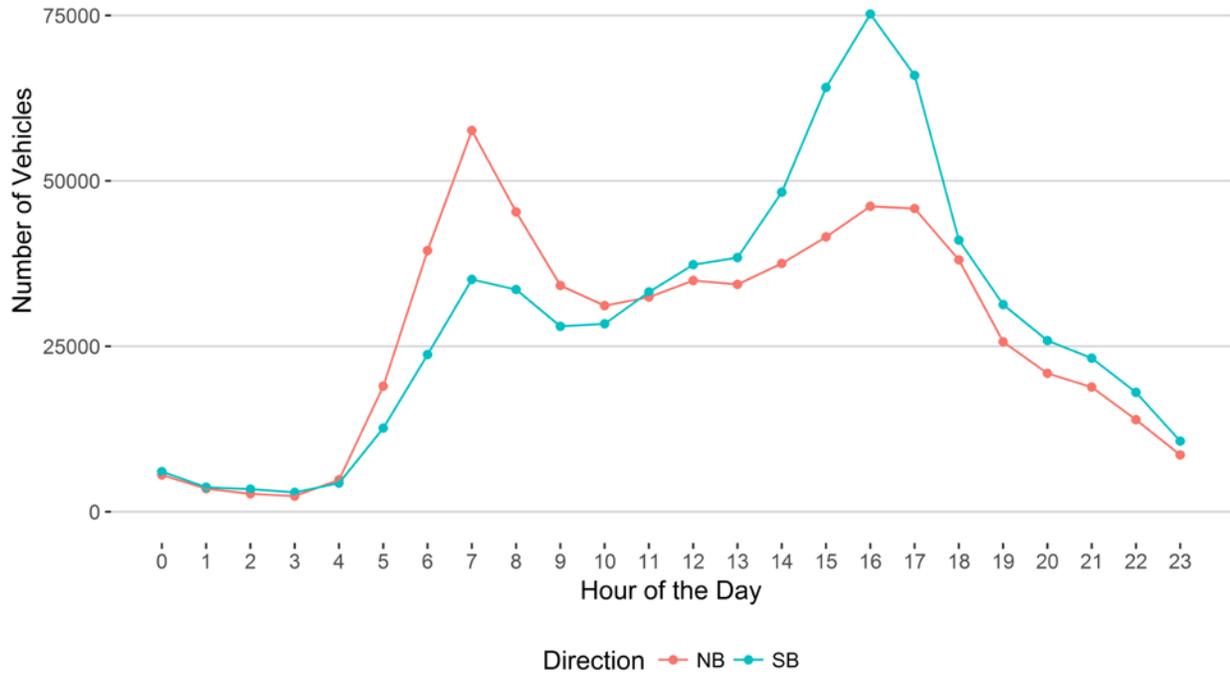


Figure 5 - Heavy Commercial Vehicles vs. Hour of the Day

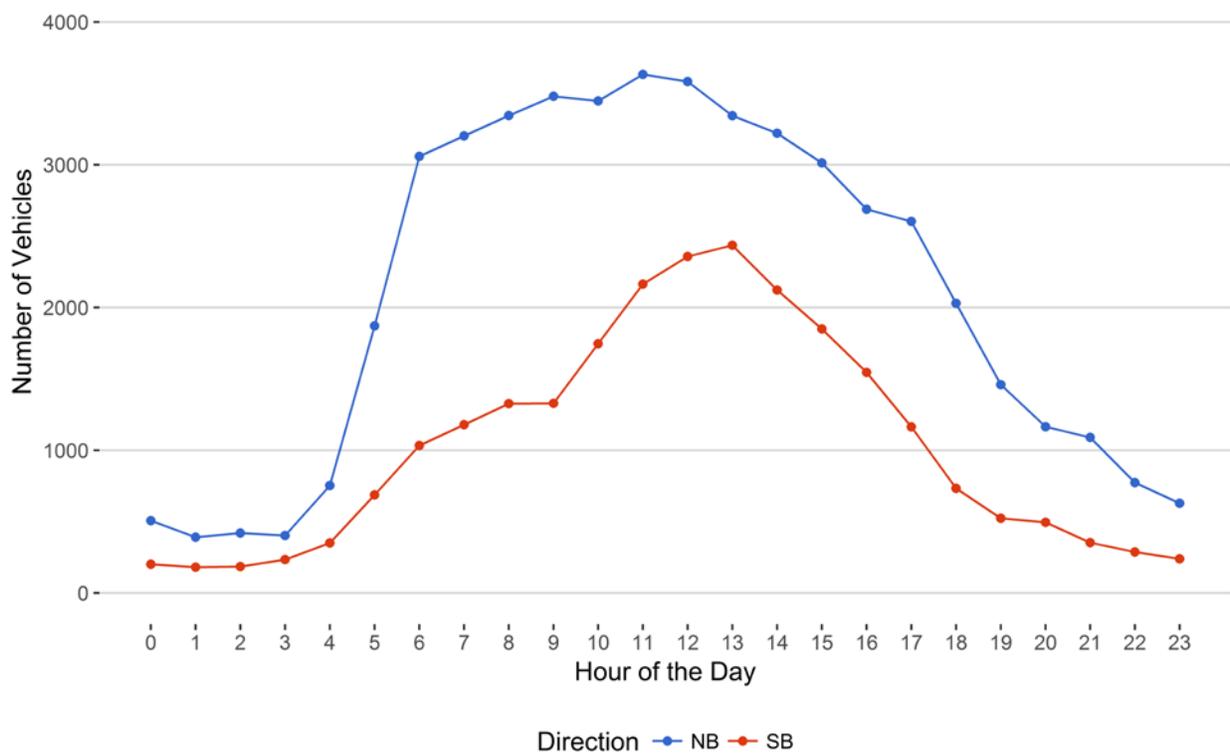


Figure 6 - Overweight Vehicles by Class vs. Hour of the Day

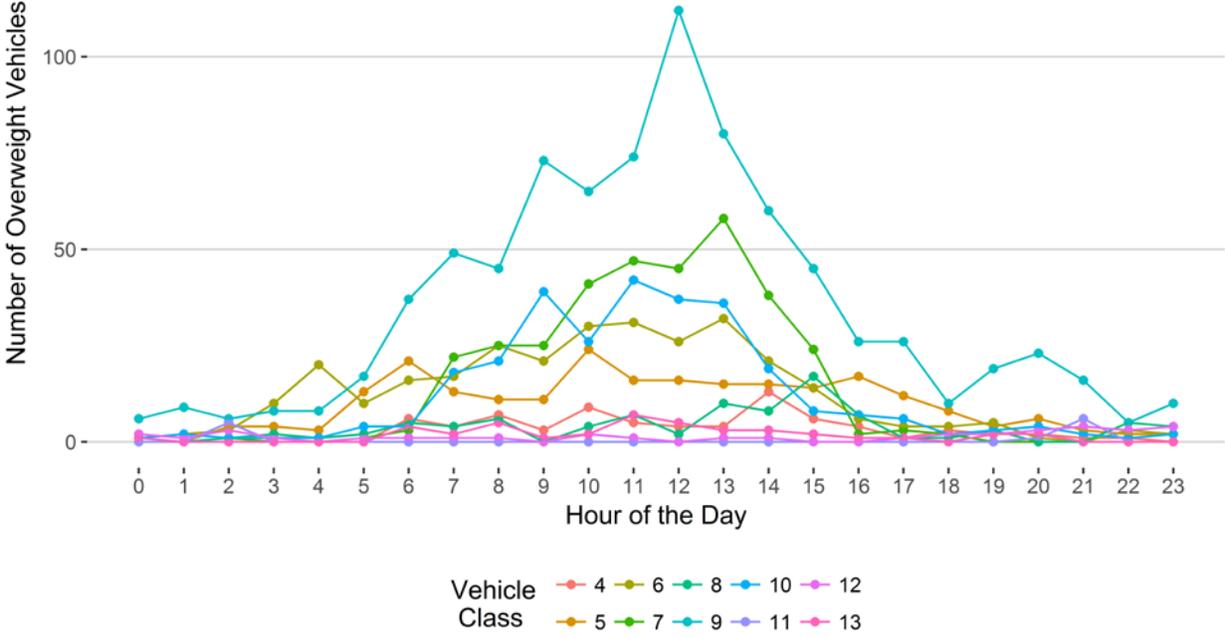


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

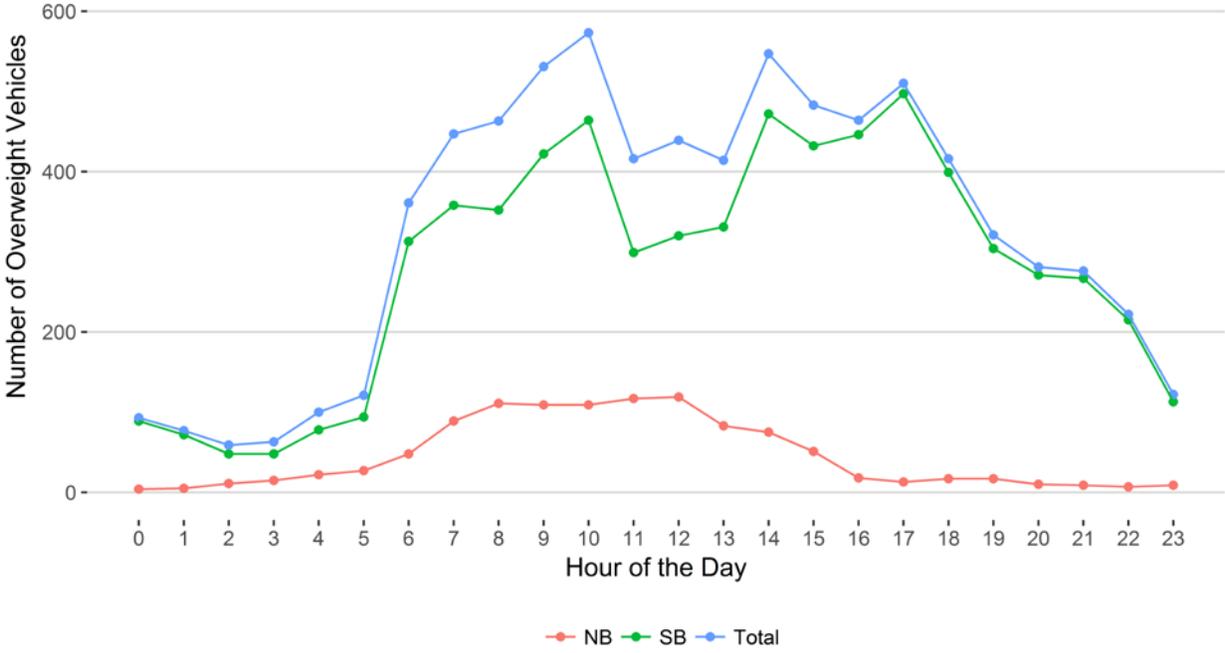
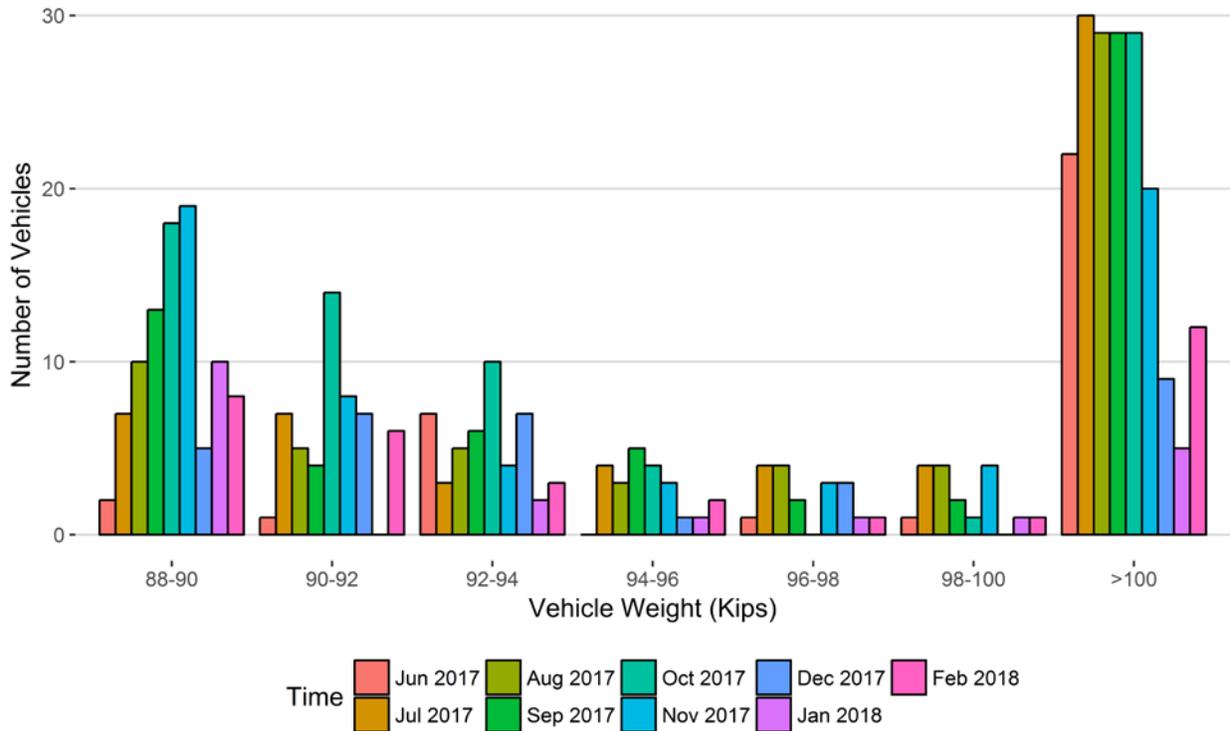
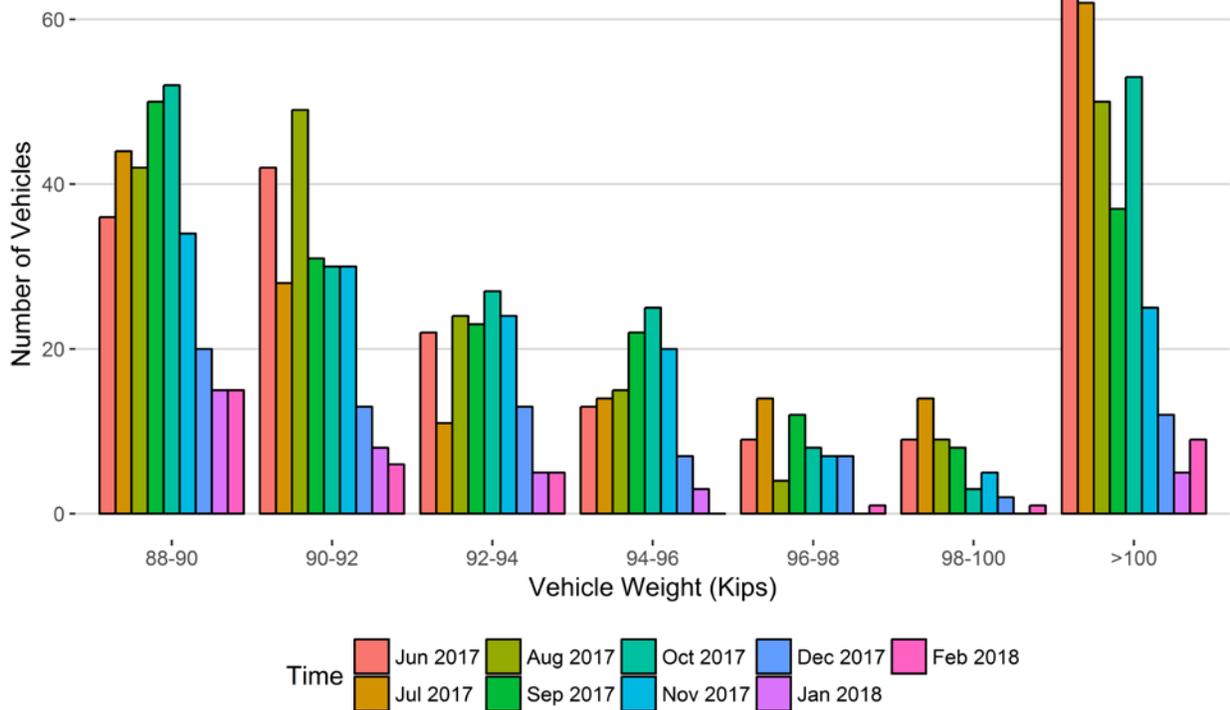


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018
88-90	2	7	10	13	18	19	5	10	8
90-92	1	7	5	4	14	8	7	0	6
92-94	7	3	5	6	10	4	7	2	3
94-96	0	4	3	5	4	3	1	1	2
96-98	1	4	4	2	0	3	3	1	1
98-100	1	4	4	2	1	4	0	1	1
>100	22	30	29	29	29	20	9	5	12
Total	34	59	60	61	76	61	32	20	33

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



Vehicle Weights (Kips)	Jun 2017	Jul 2017	Aug 2017	Sep 2017	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018
88-90	36	44	42	50	52	34	20	15	15
90-92	42	28	49	31	30	30	13	8	6
92-94	22	11	24	23	27	24	13	5	5
94-96	13	14	15	22	25	20	7	3	0
96-98	9	14	4	12	8	7	7	0	1
98-100	9	14	9	8	3	5	2	0	1
>100	63	62	50	37	53	25	12	5	9
Total	194	187	193	183	198	145	74	36	37

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

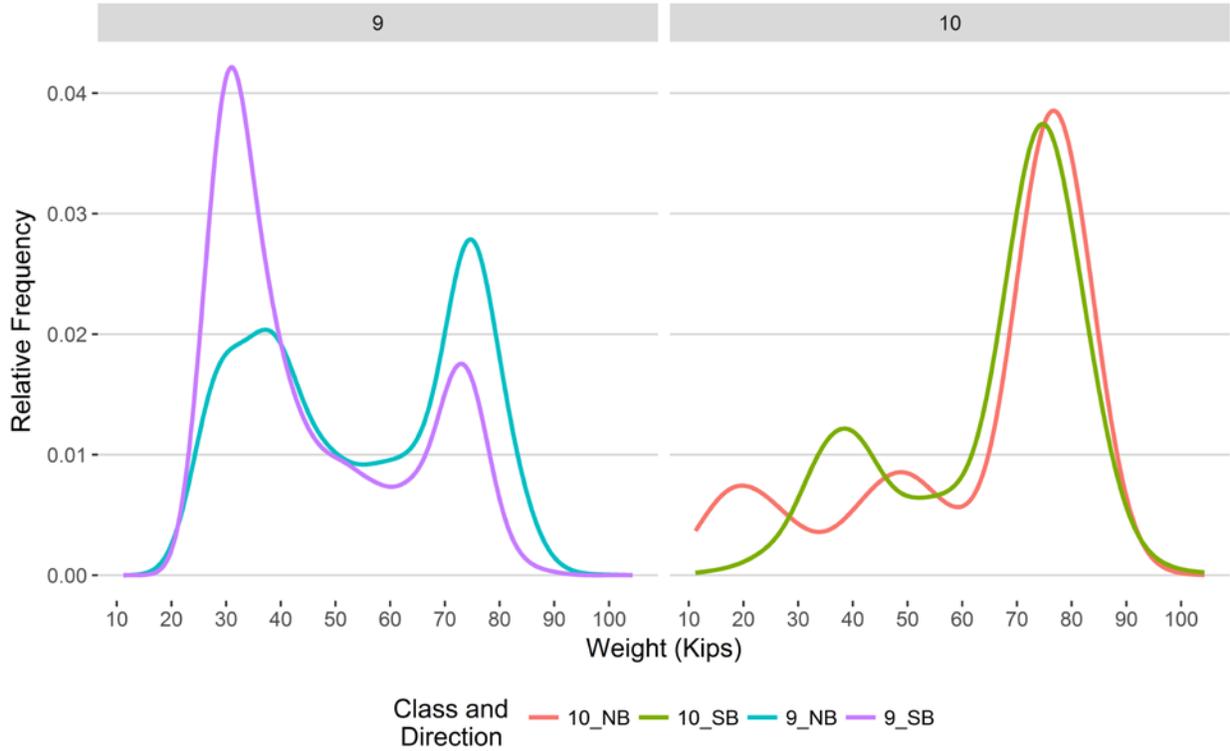


Figure 9 - Freight Percentage by Direction and Class

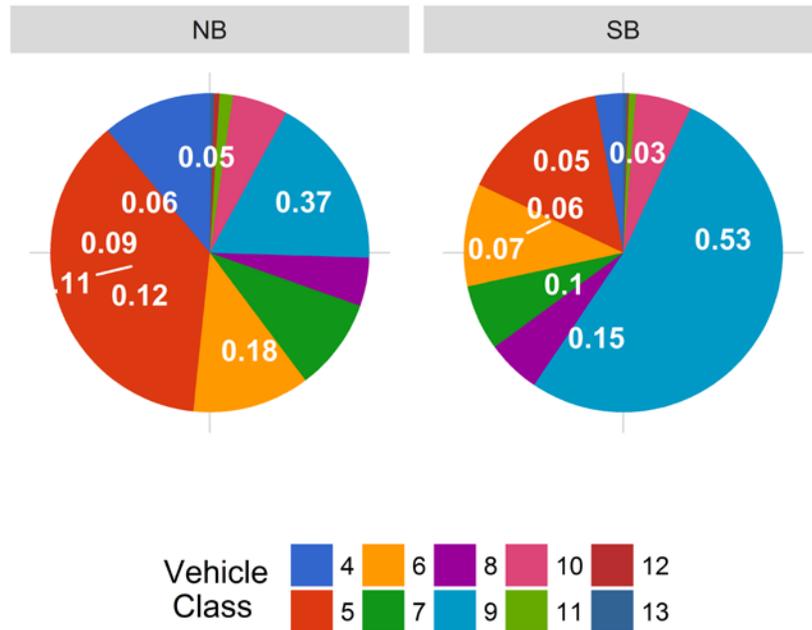


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

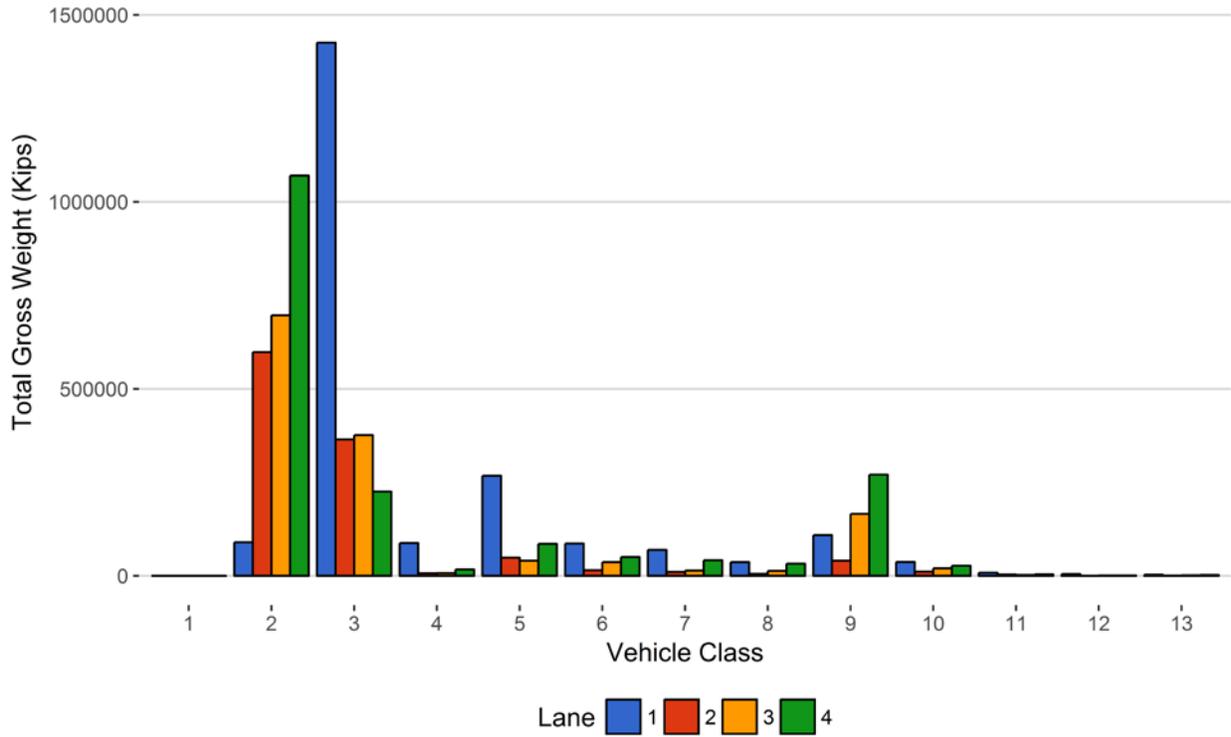


Figure 11 - Total Gross Vehicle Weight I

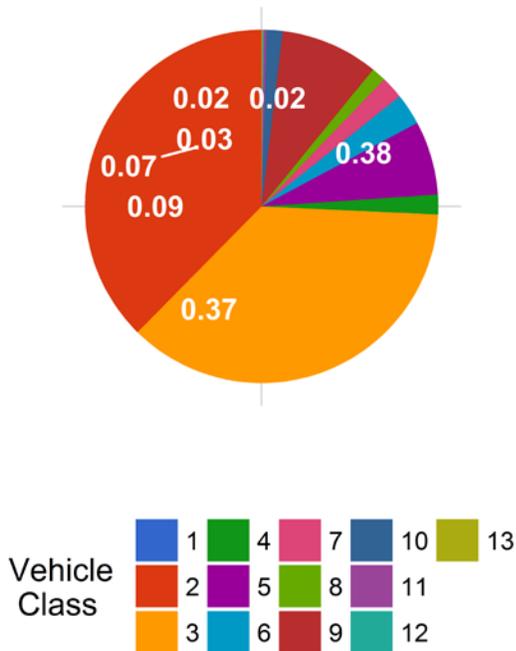


Figure 12 - Total ESALs by Class and Lane

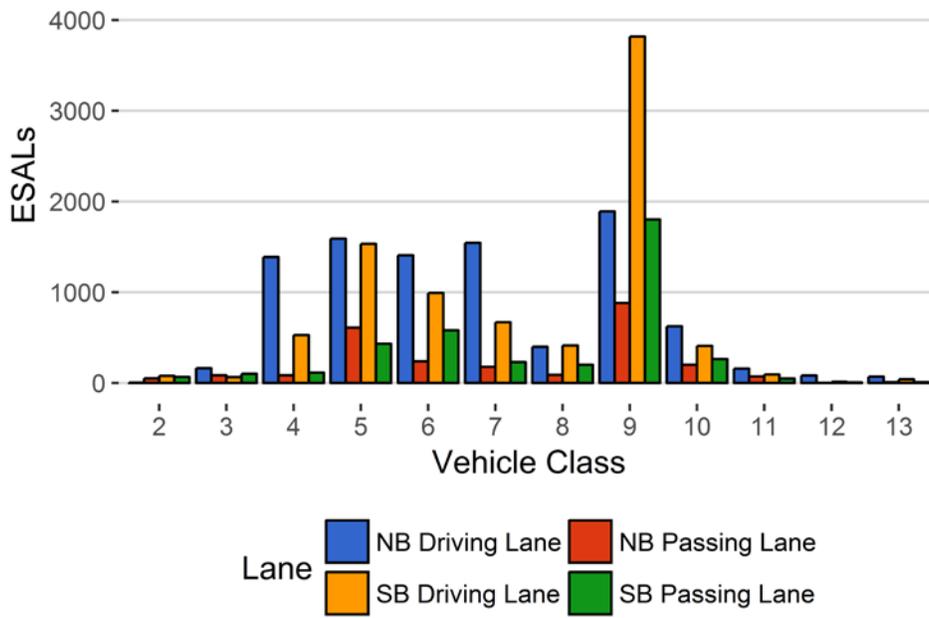
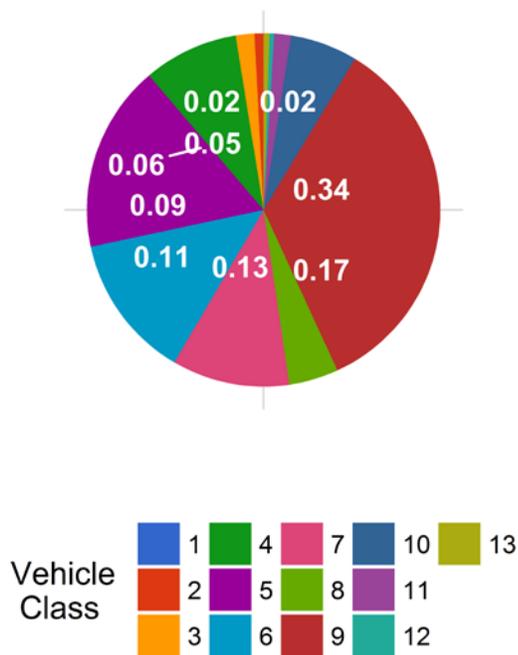


Figure 13 - ESALs by Class



**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>
December 2016	10.56	0.00	10.65	0.00	10.56	0.00	10.49	0.00
June 2017	10.42	-1.28	10.51	-1.27	10.54	-0.25	10.65	1.59
July 2017	10.38	-1.72	10.62	-0.28	10.48	-0.74	10.60	1.07
August 2017	10.45	-1.05	10.62	-0.22	10.52	-0.42	10.54	0.53
September 2017	10.53	-0.27	10.59	-0.50	10.46	-0.96	10.60	1.09
October 2017	10.53	-0.27	10.63	-0.17	10.48	-0.80	10.53	0.43
November 2017	10.47	-0.81	10.64	-0.09	10.50	-0.64	10.55	0.56
December 2017	10.59	0.27	10.61	-0.32	10.62	0.57	10.50	0.12
January 2018	10.56	0.06	10.63	-0.14	10.67	1.04	10.54	0.49
February 2018	10.54	-0.21	10.58	-0.60	10.55	-0.16	10.54	0.48

**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	30783	861932	55.4	0	0
3	21894	613041	39.4	0	0
4	191	5350	0.3	75	3.3
5	1689	47293	3	235	10.5
6	248	6941	0.4	304	13.5
7	87	2431	0.2	337	15
8	134	3746	0.2	90	4
9	477	13360	0.9	829	36.9
10	57	1595	0.1	287	12.8
11	12	338	0	12	0.5
12	4	103	0	35	1.6
13	4	102	0	41	1.8
<b>TOTAL</b>	<b>55580</b>	<b>1556236</b>	<b>100</b>	<b>2245</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>
2018-02-02	Friday	10:16:13	10	NB	2	122.63
2018-02-27	Tuesday	13:45:14	9	SB	4	122.55
2018-02-12	Monday	08:11:53	10	NB	2	122.49
2018-02-16	Friday	09:16:59	10	SB	4	104.31
2018-02-06	Tuesday	15:23:08	9	SB	4	101.51
2018-02-20	Tuesday	08:56:34	9	SB	3	99.61
2018-02-05	Monday	09:40:04	9	NB	1	99.44
2018-02-06	Tuesday	17:19:17	10	SB	3	98.41
2018-02-07	Wednesday	13:37:19	10	SB	4	97.79
2018-02-02	Friday	11:46:58	9	SB	4	97.62

**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	4061	478	11.8	88067	5974	17161
5	NB	8	35566	23943	67.3	176441	139663	41729
6	NB	19	3475	753	21.7	88123	12804	18203
7	NB	11.5	1309	0	0	79370	0	32158
8	NB	31	1914	1496	78.2	16119	25507	1580
9	NB	33	2714	477	17.6	135186	13620	30682
10	NB	33.5	749	108	14.4	45490	2258	12008
11	NB	36.5	207	9	4.3	11172	310	1972
12	NB	36.5	71	4	5.6	4651	132	1103
13	NB	31.5	41	2	4.9	3403	61	1087
<b>TOTAL</b>	****	****	<b>50107</b>	<b>27270</b>	****	<b>648021</b>	****	<b>157683</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	866	101	11.7	22498	1262	5512
5	SB	8	7984	724	9.1	120294	5170	31107
6	SB	19	2917	628	21.5	76002	10507	16256
7	SB	11.5	930	0	0	55421	0	22363
8	SB	31	1536	937	61	22705	22803	2068
9	SB	33	9589	3284	34.2	340403	95508	66169
10	SB	33.5	720	39	5.4	45912	1117	11549
11	SB	36.5	104	6	5.8	5670	193	1047
12	SB	36.5	24	0	0	1425	0	275
13	SB	31.5	53	6	11.3	3176	83	848
<b>TOTAL</b>	****	****	<b>24723</b>	<b>5725</b>	****	<b>693507</b>	****	<b>157193</b>
<b>GRAND TOTAL</b>	****	****	<b>74830</b>	<b>32995</b>	<b>386</b>	<b>1341528</b>	<b>336970</b>	<b>314876</b>

**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	2	3	0
2	89522	598232	696518	1070222	2454494	37.6
3	1425892	364500	376021	225057	2391469	36.7
4	87655	6385	6779	16982	117800	1.8
5	267680	48424	40185	85278	441568	6.8
6	86209	14718	36467	50042	187436	2.9
7	69171	10199	14092	41329	134791	2.1
8	36564	5061	13369	32139	87134	1.3
9	108791	40016	165543	270368	584717	9
10	36759	10990	19948	27080	94777	1.5
11	8257	3225	2048	3815	17345	0.3
12	4665	117	626	799	6207	0.1
13	2938	526	1224	2035	6723	0.1
<b>TOTAL</b>	<b>2224104</b>	<b>1102392</b>	<b>1372819</b>	<b>1825149</b>	<b>6524465</b>	<b>100</b>
<b>GVW/LANE</b>	<b>34.09</b>	<b>16.9</b>	<b>21.04</b>	<b>27.97</b>	<b>100</b>	<b>0</b>

**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	5	52	66	80	202	0.83	5e-04
3	164	85	102	64	415	1.71	0.0015
4	1388	84	114	529	2114	8.69	0.86
5	1590	611	432	1533	4167	17.12	0.19
6	1407	240	581	991	3219	13.23	1.01
7	1544	177	230	669	2619	10.76	2.34
8	399	89	200	414	1102	4.53	0.64
9	1890	882	1801	3817	8389	34.47	1.37
10	625	202	265	410	1501	6.17	2.04
11	158	72	50	92	372	1.53	2.35
12	82	3	6	12	104	0.43	2.06
13	71	8	10	41	130	0.54	2.56
<b>TOTAL</b>	<b>9323</b>	<b>2504</b>	<b>3858</b>	<b>8652</b>	<b>24336</b>	<b>100</b>	<b>16</b>
<b>ESALS/LANE</b>	<b>38.3</b>	<b>10.3</b>	<b>15.9</b>	<b>35.6</b>	<b>100</b>	--	--

**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>
Jun 2017	2048474	68282	4852	1902910	92.9	145564.2	7.1	82	18
Jul 2017	2000587	64535	4300	1867301	93.3	133285.9	6.7	82.3	17.7
Aug 2017	2103371	67851	4818	1954019	92.9	149352.4	7.1	82.4	17.6
Sep 2017	2038674	67956	4582	1901206	93.3	137468.5	6.7	82.7	17.3
Oct 2017	1994930	64353	4586	1852771	92.9	142158.7	7.1	83.3	16.7
Nov 2017	1838411	61280	4052	1716847	93.4	121564.2	6.6	82.8	17.2
Dec 2017	1722547	55566	2975	1630326	94.6	92220.6	5.4	79.1	20.9
Jan 2018	1653955	53353	2754	1568575	94.8	85379.7	5.2	76.2	23.8
Feb 2018	1556236	55580	2902	1474975	94.8	81260.7	5.2	80.3	19.7
<b>TOTAL</b>	<b>16957185</b>	--	--	<b>15868930</b>	--	<b>1088255</b>	--	--	--
<b>AVERA GE</b>	<b>1884132</b>	<b>62084</b>	<b>3980</b>	<b>1763214</b>	<b>94</b>	<b>1209176</b>	<b>6</b>	<b>81</b>	<b>19</b>

## 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>
Jun 2017	14517	4645	6807	30511	56481	80	20	3.6
Jul 2017	12325	3931	6254	221992	244502	96	4	3.8
Aug 2017	13225	4133	6741	167722	191822	94	6	2.4
Sep 2017	12021	3738	5808	28483	50051	81	19	1.7
Oct 2017	13559	4112	5753	29613	53036	81	19	2
Nov 2017	10754	3334	6051	1629485	1649624	99	1	1.7
Dec 2017	9884	3097	18277	3126431	3157690	99	1	1.2
Jan 2018	9911	3098	23994	2074787	2111790	99	1	0.8
Feb 2018	9492	2541	37434	2466183	2515651	98	2	1.4
<b>TOTAL</b>	<b>105688</b>	<b>32630</b>	<b>117120</b>	<b>9775208</b>	<b>10030646</b>	--	--	--
<b>AVERAGE</b>	<b>11743</b>	<b>3626</b>	<b>13013</b>	<b>1086134</b>	<b>1114516</b>	<b>92</b>	<b>8</b>	<b>2</b>

## 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>
Jun 2017	2383742	1208296	1602222	2230753	7425012
Jul 2017	2238427	1103859	1379804	2298751	7020841
Aug 2017	3075022	1718969	1951823	3871169	10616984
Sep 2017	2832202	1544765	1887376	4130157	10394500
Oct 2017	2874524	1633526	1988670	4308054	10804773
Nov 2017	2831205	1580992	1944731	4249106	10606035
Dec 2017	2891887	1533025	1851542	4313627	10590081
Jan 2018	2621477	1368329	1715981	3916062	9621849
Feb 2018	2462021	1250570	1598687	2815963	8127241
<b>TOTAL</b>	<b>24210507</b>	<b>12942331</b>	<b>15920835</b>	<b>32133641</b>	<b>85207315</b>
<b>AVERAGE</b>	<b>2690056</b>	<b>1438037</b>	<b>1768982</b>	<b>3570405</b>	<b>9467479</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>
Jun 2017	5257	0.3	3.8	238	102
Jul 2017	5358	0.3	4.2	491	305
Aug 2017	5773	0.3	4.2	411	220
Sep 2017	5053	0.3	3.8	248	78
Oct 2017	5134	0.3	3.8	278	88
Nov 2017	7093	0.4	6	1986	1538
Dec 2017	8930	0.6	9.2	3261	2765
Jan 2018	8291	0.5	9.1	2492	2078
Feb 2018	7215	0.5	8.6	2622	2193
<b>TOTAL</b>	<b>58104</b>	<b>--</b>	<b>--</b>	<b>12027</b>	<b>9367</b>
<b>AVERAGE</b>	<b>6456</b>	<b>0.4</b>	<b>5.9</b>	<b>1336.3</b>	<b>1040.8</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>
Jun 2017	260761	434550	695311	37.5	62.5
Jul 2017	212073	422661	634733	33.4	66.6
Aug 2017	226167	465453	691620	32.7	67.3
Sep 2017	202982	430992	633974	32	68
Oct 2017	235104	466929	702032	33.5	66.5
Nov 2017	183874	390317	574191	32	68
Dec 2017	167395	192351	359746	46.5	53.5
Jan 2018	167794	150542	318336	52.7	47.3
Feb 2018	157683	157193	314876	50.1	49.9
<b>TOTAL</b>	<b>1813833</b>	<b>3110987</b>	<b>4924820</b>	--	--
<b>AVERAGE</b>	<b>201537</b>	<b>345665.2</b>	<b>547202.2</b>	<b>38.9</b>	<b>61.1</b>