

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.C1M ✓

DISK ID:

BEGINNING DATE: *01-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:

NAME OF PREPARER: *Mahmood Afrina Khandakar*

PHONE: *(609)-530-3508*

DATE PREPARED: *February 24, 2012*

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.D1M ✓

DISK ID:

BEGINNING DATE: *02-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *02-29-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1*                      [ ] HOURS              [ ] DAYS              [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA ☒ OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A*                      NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE                      PERMANENT ☒

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: NO CLASS DATA FOR SOUTHBOUND DUE TO SYSTEM PROBLEM.

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.E1M ✓

DISK ID:

BEGINNING DATE: *03-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: NO CLASS DATA ON 8<sup>th</sup> DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Mahmood Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>April 13, 2012</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.F1M ✓

DISK ID:

BEGINNING DATE: *04-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *04-30-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:

NAME OF PREPARER: *Eric M. Oberle*

PHONE: *(609)-530-2667*

DATE PREPARED: *May 17, 2012*

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.G1M ✓      DISK ID:  
 BEGINNING DATE: 05-01-2012      BEGINNING TIME: 00:00  
 ENDING DATE: 05-31-2012      ENDING TIME: 24:00  
 COUNT DURATION: 1      [ ] HOURS      [ ] DAYS      [X] MONTHS  
 VEHICLE CLASSIFICATION METHOD: FHWA X      OTHER  
 NAME OF AGENCY CLASSIFICATION SCHEME: N/A      NO. OF BINS: N/A

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE      PERMANENT X

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: NO CLASS DATA ON MAY 24 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: (609)-530-2667
DATE PREPARED: <i>June 7, 2012</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.H1M ✓

DISK ID:

BEGINNING DATE: *06-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: NO CLASS DATA ON JUNE 9, 17, 21, 22 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>July 9, 2012</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.I1M ✓

DISK ID:

BEGINNING DATE: *07-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: NO CLASS DATA SOUTH\_BOUND DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>August 13, 2012</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.J1M ✓

DISK ID:

BEGINNING DATE: *08-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1* ☐ HOURS ☐ DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: *NO CLASS DATA SOUTHBOUND ON AUGUST 1-8, 24-25, 27, 29 AND NORTHBOUND ON AUGUST 24, 29, 30-31 DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>September 14, 2012</i>	



<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.K3M ✓

DISK ID:

BEGINNING DATE: *09-03-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: *NO CLASS DATA SOUTHBOUND ON SEPTEMBER 1-2, 8-14 AND NORTHBOUND ON SEPTEMBER 1-2 DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>October 15, 2012</i>	

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.L2M

DISK ID:

BEGINNING DATE: *10-02-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *10-28-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1* [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: NO CLASS DATA SOUTHBOUND ON OCTOBER 1, 5-7, 14, 20-21, 29-31 DUE TO SYSTEM PROBLEM. NO CLASS DATA NORTHBOUND DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>November 19, 2012</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.M5M ✓

DISK ID:

BEGINNING DATE: *11-05-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1*                      ☐ HOURS            ☐ DAYS            ☒ MONTHS

VEHICLE CLASSIFICATION METHOD:      FHWA ☒                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A*                      NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT:                      PORTABLE                      PERMANENT ☒

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS: **NO CLASS DATA ON NOVEMBER 1-4 DUE TO SYSTEM PROBLEM.**

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>December 11, 2012</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS COUNT): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 7.30 , Jefferson Township, 2.2 miles South of Route Co. 517*

FILENAME: C341003.N1M ✓

DISK ID:

BEGINNING DATE: *12-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: *1*                      ☐ HOURS      ☐ DAYS      ☒ MONTHS

VEHICLE CLASSIFICATION METHOD:      FHWA *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A*                      NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT:                      PORTABLE                      PERMANENT *X*

EQUIPMENT MAKE/MODEL#: *International Road Dynamics' iSINC Piezo WIM System.*

SENSOR TYPE: *Each lane has two (2) loops and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>January 10, 2013</i>	

**SHEET 13**  
**LTPP TRAFFIC DATA**

**VEHICLE WEIGHT DATA**  
**TRANSMITTAL FORM**

*STATE ASSIGNED ID	[NJ-15]
*STATE CODE	[3 4]
*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME :     W341003. C1M ✓  
                  V341003. C1M

DISK ID:

BEGINNING DATE: *01-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE:     *01-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1                      [ ] HOURS                      [ ] DAYS                      [X] MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: *Mahmood Afrina Khandakar*

PHONE: *(609)-530-3508*

SHEET 13  
LTPP TRAFFIC DATA

VEHICLE WEIGHT DATA  
TRANSMITTAL FORM

*STATE ASSIGNED ID	[NJ-15]
*STATE CODE	[3 4]
*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003. D1M ✓  
V341003. D1M

DISK ID:

BEGINNING DATE: *02-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *02-29-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1 [ ] HOURS [ ] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM *X* OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: NO WEIGHT DATA FOR SOUTHBOUND DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Mahmood Afrina Khandakar*

PHONE: *(609)-530-3508*

**SHEET 13**  
**LTPP TRAFFIC DATA**  
**VEHICLE WEIGHT DATA**  
**TRANSMITTAL FORM**

*STATE ASSIGNED ID	[NJ-15]
*STATE CODE	[3 4]
*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME :     W341003. E1M ✓  
                  V341003. E1M

DISK ID:

BEGINNING DATE: *03-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE:     *03-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1                    ☐ HOURS                    ☐ DAYS                    ☒ MONTHS

WEIGHT SCALE TYPE:                    PORT. WIM                    PERM. WIM *X*                    OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X*                    OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:                    NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: NO WEIGHT OR VOLUME DATA FOR 8<sup>th</sup> DUE TO SYSTEM PROBLEM.

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*FILENAME : W341003.F1M ✓  
V341003.F1M

DISK ID:

BEGINNING DATE: *04-01-2012*BEGINNING TIME: *00:00*ENDING DATE: *04-30-2012*ENDING TIME: *24:00*

COUNT DURATION: 1 [ ] HOURS [ ] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM *X* OTHEREQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:



<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003. G1M ✓  
V341003. G1M

DISK ID:

BEGINNING DATE: *05-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1                      [ ] HOURS                      [ ] DAYS                      [X] MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X*                      OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: NO WEIGHT OR VOLUME DATA ON MAY 24 DUE TO SYSTEM PROBLEM.

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003.H1M ✓  
V341003.H1M

DISK ID:

BEGINNING DATE: *06-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1                      [ ] HOURS                      [ ] DAYS                      [X] MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: *NO WEIGHT DATA ON JUNE 9, 17, 21, 22 DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *July 9, 2012*

PHONE: *(609)-530-2667*

<b>SHEET 13</b> <b>LTTP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003. IIM ✓  
V341003. IIM

DISK ID:

BEGINNING DATE: *07-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1 [ ] HOURS [ ] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM *X* OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19  
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23  
W-card *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: NO WEIGHT DATA SOUTH\_BOUND DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *August 13, 2012*

PHONE: *(609)-530-2667*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003.J1M  
V341003.J1M

DISK ID:

BEGINNING DATE: *08-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1 [ ] HOURS [ ] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM *X* OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: *NO WEIGHT DATA SOUTHBOUND ON AUGUST 1-8, 24-25, 27, 29 AND NORTHBOUND ON AUGUST 24, 29, 30-31 DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>September 14, 2012</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003. K3M ✓  
V341003. K3M

DISK ID:

BEGINNING DATE: *09-03-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1 [ ] HOURS [ ] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM *X* OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: NO WEIGHT DATA SOUTHBOUND ON SEPTEMBER 1-2, 8-14 AND NORTHBOUND ON SEPTEMBER 1-2 DUE TO SYSTEM PROBLEM. \*

NO VOLUME DATA ON SEPTEMBER 1-2 DUE TO SYSTEM PROBLEM. \*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>October 15, 2012</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003. L2M  
V341003. L1M

DISK ID:

BEGINNING DATE: *10-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *10-28-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1 [ ] HOURS [ ] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM *X* OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: NO WEIGHT DATA SOUTHBOUND ON OCTOBER 1, 5-7, 14, 20-21, 29-31 DUE TO SYSTEM PROBLEM. NO WEIGHT DATA NORTHBOUND DUE TO SYSTEM PROBLEM.

NO VOLUME DATA ON OCTOBER 6, 7, 14, 20, 29-31 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *November 19, 2012*

PHONE: *(609)-530-2667*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003.M5M ✓  
V341003.M5M

DISK ID:

BEGINNING DATE: *11-05-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1 [ ] HOURS [ ] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM *X* OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: **NO WEIGHT OR VOLUME DATA ON NOVEMBER 1-4 DUE TO SYSTEM PROBLEM.**

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *December 11, 2012*

PHONE: *(609)-530-2667*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-15]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 0 3]

HIGHWAY RT. NO. (THIS SESSION): *NJ - 15*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 7.30, Jefferson Township, 2.2 miles South of Route Co. 517.*

FILENAME : W341003. N1M ✓  
V341003. N1M

DISK ID:

BEGINNING DATE: *12-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2012*

ENDING TIME: *24:00*

COUNT DURATION: 1                      [ ] HOURS                      [ ] DAYS                      [X] MONTHS

WEIGHT SCALE TYPE:                      PORT. WIM                      PERM. WIM *X*                      OTHER

EQUIPMENT MAKE/MODEL# *International Road Dynamics iSINC Piezo WIM System*

SENSOR TYPE: *Each lane has two(2) loops and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

7-card FHWA 13 bin in cols. 22-23

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>January 10, 2013</i>	



ENTERED 12/12/12  
C.O.

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ NJ-15 ]  
\*STATE CODE [ 34 ]  
\*SHRP SECTION ID [ 1003 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 10 / 05 / 2012 ]
2. \* TYPE OF EQUIPMENT CALIBRATED  X  WIM   CLASSIFIER   BOTH
3. \* REASON FOR CALIBRATION  
  REGULARLY SCHEDULED SITE VISIT   RESEARCH  
  EQUIPMENT REPLACEMENT   TRAINING  
  DATA TRIGGERED SYSTEM REVISION   NEW EQUIPMENT INSTALLATION  
  LTPP VALIDATION   LTPP ASSESSMENT  
 X  OTHER (SPECIFY)  SEMI-ANNUAL CALIBRATION
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
  BARE ROUND PIEZO CERAMIC  X  BARE FLAT PIEZO   BENDING PLATES  
  CHANNELIZED ROUND PIEZO   LOAD CELLS   QUARTZ PIEZO  
  CHANNELIZED FLAT PIEZO  X  INDUCTANCE LOOPS   CAPACITANCE PADS  
  OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER   IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\*CALIBRATION TECHNIQUE USED:  
PROTOCOL: a. SOURCE  34/IRD 101 W2  b. BASIC METHOD  T
- 1  NUMBER OF TRUCKS COMPARED  1  NUMBER OF TEST TRUCKS USED
- 5  PASSES PER TRUCK
- | TRUCK | TYPE             | SUSPENSION |
|-------|------------------|------------|
| 1     | <u> CLASS 9 </u> | <u> 1 </u> |
| 2     | <u> </u>         | <u> </u>   |
| 3     | <u> </u>         | <u> </u>   |
- TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)

7. SUMMARY CALIBRATION RESULTS  
STATIC GVW  (S)77.42   $\rightarrow$   -3.3%   
STANDARD DEVIATION BY LANE:  
SB\_SLOW (LANE 1) sensor 1:  1.50  sensor 2:  1.50   
SB\_PASS (LANE 2) sensor 1:  2.46  sensor 2:  2.46   
NB\_PASS (LANE 3) sensor 1:  3.80  sensor 2:  3.80   
NB\_SLOW (LANE 4) sensor 1:  0.58  sensor 2:  0.58   $\leftarrow$   0.6

Please see accomp. Data file:  
CDS\_015\_1003.xls

8.  1  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  50-55

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):

SB_SLOW	(Lane 1)	sensor 1: 7907	sensor 2: 7907
SB_PASS	(Lane 2)	sensor 1: 3316	sensor 2: 5211
NB_PASS	(Lane 3)	sensor 1: 8832	sensor 2: 8280
NB_SLOW	(Lane 4)	sensor 1: 16420	sensor 2: 16420 ←

11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: The auto-calibration is defined in 24 hours intervals. The method is set to *adjust after 50 trucks*, the number of auto-calibration class 9 trucks for the interval and the sum of front axle weights for the period are calculated and added to a running totals read from the ASCII file. If the number of trucks is less than 50 *trucks required before adjust*, then the new count and sum are stored in the file. If the number of accumulated trucks is greater than the user entered, then, as above, the error between the calculated mean front axle weight and the user entered Population Mean is determined. Temperature sensor is another factor that has an influence on auto-calibration process.

CLASSIFIER TEST SPECIFICS\*\*\*

12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
 \_\_\_ VIDEO                      \_\_\_ MANUAL                      \_\_\_ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT \_\_\_ TIME                      \_\_\_ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** TMG CLASS 9	_____	TMG CLASS	_____
TMG CLASS	_____	TMG CLASS	_____
TMG CLASS	_____	TMG CLASS	_____

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_ . \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: DEAN WOLF, APPLIED RESEARCH ASSOCIATES (ARA) CONTACT INFORMATION: ERIC OBERLE (609) 530-2667
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**Calibration Data**

October 5, 2012

NJ-15, MP 7.1

SHRP ID: 341003

Calib. Truck:  
Class 9 Vehicle

Static Weight (KIPS):

GVW:  
Front:77.42  
8.84

	<u>Lane 1 (SB-S)</u>		<u>Lane 2 (SB-P)</u>	
	Sensor #1 (Ch.0)	Sensor #2 (Ch.1)	Sensor #1 (Ch.2)	Sensor #2 (Ch.3)
Old Cal. Factors:	9,000	9,000	3,500	5,500
Meas. GVW	84.3	84.3	84.0	84.0
Adj. Cal. Factors:	8,200	8,200	3,196	5,022
Meas. GVW	79	79	76.5	76.5
	81.7	81.7	71.8	71.8
	79.2	79.2	75.4	75.4
Adj. Cal. Factors:	7,907	7,907	3,316	5,211
Standard Deviation:	1.50	1.50	2.46	2.46
Final Cal. Factors:	7,907	7,907	3,316	5,211
	<u>Lane 3 (NB-P)</u>		<u>Lane 4 (NB-S)</u>	
	Sensor #1 (Ch.0)	Sensor #2 (Ch.1)	Sensor #1 (Ch.2)	Sensor #2 (Ch.3)
Old Cal. Factors:	8,000	7,500	9,590	9,590
Meas. GVW	67.2	67.2	45.5	45.5
Adj. Cal. Factors:	9,154	8,582	16,341	16,341
Meas. GVW	76.4	76.4	78.3	78.3
	84	84	78.1	78.1
	79.9	79.9	79.4	79.4
			78.4	78.4
Adj. Cal. Factors:	8,832	8,280	15,952	15,952
Meas. GVW			74.9	74.9
Adj. Cal. Factors:	8,832	8,280	16,420	16,420
Standard Deviation:	3.80	3.80	0.58	0.58
Final Cal. Factors:	8,832	8,280	16,420	16,420