

**SHEET 10  
LTPP TRAFFIC DATA**

**TRAFFIC VOLUME AND LOAD  
ESTIMATE UPDATE-NO SITE COUNT**

\*STATE ASSIGNED ID [ \_ \_ \_ ]

\*STATE CODE [ 34 ]

\*SHRP SECTION ID [ 1030 ]

**1. ANNUAL TRAFFIC ESTIMATES**

*YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT LTPP LANE	*ESTIMATED TOTAL TRUCKS AADT LTPP LANE	*ESTIMATED ESAL=S/YR LTPP LANE (1000'S)
<u>2001</u>	<u>26172</u>	<u>1466</u>	<u>4057</u>	<u>509</u>	<u>74</u>

**2. METHOD FOR ESTIMATING TOTAL VEHICLE AADT (TWO-WAY)**

- ☒ Growth factored last year=s estimate. (6)
- ☐ Estimated based on volume counts at nearby locations. (3)
- ☐ Used computerized network analyses. (4)
- ☐ Factored a single count taken this year at the LTPP site. (1)
- ☐ Average multiple counts taken this year at the LTPP site. (2)
- ☐ Average and factored multiple count taken this year at the LTPP site. (5)
- ☐ Used flow maps. (7)
- ☐ Other: (8)

**3. METHOD FOR ESTIMATING TOTAL TRUCK AADT (TWO-WAY)**

- ☐ Used system averages from counts taken this year. (6)
- ☐ Used count data from nearby sites. (3)
- ☐ Used count data from previous years at the LTPP site. (7)
- ☒ Used system averages from previous years. (8)
- ☐ Used computerized network analyses. (4)
- ☐ Used a single count taken this year at the LTPP site. (5)
- ☐ Factored a single count taken this year at the LTPP site. (1)
- ☐ Averaged multiple counts taken this year at the LTPP site. (2)
- ☐ Other: (9)

**4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP LANE AADT**

- ☐ System distribution factors. (2)
- ☐ Based on actual lane count data. (1)
- ☒ Other: (3) G.F.

**\*5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE, AADT**

- ☐ System distribution factors. (2)
- ☐ Based on actual lane data count. (1)
- ☒ Other: (3) G.F.

**\*6. METHOD FOR ESTIMATING ESAL/YEAR IN LTPP LANE**

- ☒ ESAL/Truck factor (1)
- ☐ ESAL/Vehicle class. (2) (No. of classes)
- ☐ ESAL/Axle(3) Sing. \_\_\_ Tand. \_\_\_ Tri. \_\_\_
- ☐ Other: (4)

**7. ESAL ESTIMATES - SOURCE OF DATA**

- ☐ Weight data collected at LTPP site prior years. (2)
- ☐ Weight data from system averages this year. (3)
- ☒ Weight data from system averages prior years. (4)
- ☐ Weight data from historic W-4 Tables used. (5)
- ☐ Other: (6)

**8. WEIGHT SCALE TYPE**

- ☐ WIM scale. (1)
- ☐ Static scale used for enforcement. (2)
- ☒ Static scale not used for enforcement. (3)
- ☐ Other: (4)

NAME OF PREPARER ABID IKRAM

PHONE# \_\_\_\_\_

DATE PREPARED APR 28/09

rev. March 12, 2001

Sheet 12  
Traffic Data  
Collection Site

State Code: 34  
SHRP Section ID: 1030  
Effective Date: 01/01/01

Highway Route Number: NJ-23

Milepost Number: 23.8

Location: West Milford Township, 3 miles North of Route Co. 513

Vehicle Classification Method: FHWA: X Other: \_\_\_\_\_ #Bins:

Type of Classification Equipment: Portable: \_\_\_\_\_ Permanent: X

AVC Equipment Make/Model No: International Road Dynamics' Piezo WIM System

Sensor Type: Each lane has a single upstream loop and two (2) class I piezoelectric wim sensors.

Weight Scale Type: Portable WIM: \_\_\_\_\_ Permanent WIM: X Other:

Equipment Make/Model No: International Road Dynamics' Piezo WIM System

Sensor Type: Same as the above (permanent WIM system)

Method of Calibration: Automatic - daily; Manual - Yearly (last calibrated - May 27, 2000).

Comments: *January 2001* - No data has been processed between January 21-31 due to the system failure.  
No data is provided for North bound due to a high number of class 0 vehicles.

*February 2001* - No data has been processed between February 01-17 due to the system failure.  
Missing data on February 22 due to the system failure.  
Weight data for the month February is not provided due to a high number of errors in the weight table.

Date Prepared: *March 5, 2001*  
Name of Preparer: *Christopher I. Zajac*

Fax Number: *(609) 530-3514*  
Phone Number: *(609) 530 4548*

**Sheet 12**Traffic Data  
Collection SiteState Code: 34  
SHRP Section ID: 1030  
Effective Date: 03/01/01Highway Route Number: NJ-23Milepost Number: 23.8Location: West Milford Township, 3 miles North of Route Co. 513Vehicle Classification Method: FHWA: X Other: \_\_\_\_\_ #Bins:Type of Classification Equipment: Portable: \_\_\_\_\_ Permanent: XAVC Equipment Make/Model No: International Road Dynamics' Piezo WIM SystemSensor Type: Each lane has a single upstream loop and two (2) class I piezoelectric wim sensors.Weight Scale Type: Portable WIM: \_\_\_\_\_ Permanent WIM: X Other:Equipment Make/Model No: International Road Dynamics' Piezo WIM SystemSensor Type: Same as the above (permanent WIM system)Method of Calibration: Automatic - daily; Manual - Yearly (last calibrated - April 21, 2000).Comments: *March 2001* - Missing data on March 01,06,29 due to the system failure.*April 2001* - Missing data on April 01-21 due to the system failureDate Prepared: *May 3, 2001*Name of Preparer: *Christopher I. Zajac*Fax Number: *(609) 530-3514*Phone Number: *(609) 530 4548*

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 0]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-23*

MILEPOST NO. OR LOCATION (THIS COUNT): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME :

DISK ID :

BEGINNING DATE: *05-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2* [ ] 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' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop 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:

May 2001 - Missing data on 5/1 due to the system failure.  
June 2001 - Missing data on 6/22 due to the system failure.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>July 10, 2001</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[ 1 0 3 0 ]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-23*

MILEPOST NO. OR LOCATION (THIS COUNT): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME :

DISK ID :

BEGINNING DATE: *07-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2* [ ] 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' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop 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:

July 2001 – Missing data on 7/31 due to the system failure.  
August 2001 – Missing data on 8/01-8/07 & 8/30 due to the system failure.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>September 11, 2001</i>	

<b>SHEET 12</b> <b>LTTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[ 1 0 3 0 ]

HIGHWAY RT. NO. (THIS COUNT): *NJ-23*

MILEPOST NO. OR LOCATION (THIS COUNT): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME :

DISK ID :

BEGINNING DATE: *09-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2*                      [ ] 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' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop 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:

October 2001 – Missing data on 10/04 due to the system failure.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>November 15, 2001</i>	

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 0]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-23*

MILEPOST NO. OR LOCATION (THIS COUNT): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME :

DISK ID :

BEGINNING DATE: *11-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2* [ ] 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' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop 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:

*System Down (The cabinet has been damaged in the car accident)*

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 15, 2002</i>	

**Sheet 13**Traffic Data Files  
Transmittal FormState: ***New Jersey***  
State Code: ***34***

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
<b>DIR 1011_195</b>					
V341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
<b>DIR 0500_195</b>					
V340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
<b>DIR 1033_202</b>					
V341033.CBB	01/12/01	00:00	01/31/01	24:00	FHWA
C341033.CBB	01/12/01	00:00	01/31/01	24:00	FHWA
<b>DIR 1030_023</b>					
V341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
C341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
W341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
<b>DIR 1003_015</b>					
V341003.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C341003.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W341003.C1B	01/01/01	00:00	01/31/01	24:00	FHWA

Name of Preparer: ***Christopher I. Zajac***Phone Number: ***609/ 530-4548***Date Prepared: ***MARCH 5, 2001***FAX Number: ***609/ 530-3514***



**Sheet 13**Traffic Data Files  
Transmittal Form

State:

***New Jersey***

State Code:

***34***

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
<b>DIR 1011_195</b>					
V341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
W341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
<b>DIR 0500_195</b>					
V340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
W340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
<b>DIR 1033_202</b>					
V341033.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C341033.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
<b>DIR 1030_023</b>					
V341030.DGB	02/17/01	00:00	02/28/01	24:00	FHWA
C341030.DGB	02/17/01	00:00	02/28/01	24:00	FHWA
<b>DIR 1003_015</b>					
V341003.D2B	02/02/01	00:00	02/28/01	24:00	FHWA
C341003.D2B	02/02/01	00:00	02/28/01	24:00	FHWA
W341003.D2B	02/02/01	00:00	02/28/01	24:00	FHWA

Name of Preparer: ***Christopher I. Zajac***Phone Number: ***609/ 530-4548***Date Prepared: ***MARCH 5, 2001***FAX Number: ***609/ 530-3514***

**Sheet 13**Traffic Data Files  
Transmittal FormState: **New Jersey**  
State Code: **34**

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
<b>DIR 1011_195</b>					
V341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
C341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
W341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
<b>DIR 0500_195</b>					
V340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
C340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
W340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
<b>DIR 1033_202</b>					
V341033.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
C341033.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
<b>DIR 1030_023</b>					
V341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
C341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
W341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
<b>DIR 1003_015</b>					
V341003.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
C341003.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
W341003.F3B	04/03/01	00:00	04/30/01	24:00	FHWA

Name of Preparer: **Christopher I. Zajac**Phone Number: **609/ 530-4548**Date Prepared: **MAY 3, 2001**FAX Number: **609/ 530-3514**

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b> <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 0]

HIGHWAY RT. NO. (THIS SESSION) *NJ-23*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME: V341030.G2B  
C341030.G2B  
W341030.G2B

DISK ID:

BEGINNING DATE *05-02-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2001*

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 Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop 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>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>July 10, 2001</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 0]

HIGHWAY RT. NO. (THIS SESSION) *NJ-23*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME: V341030.H1B  
C341030.H1B  
W341030.H1B

DISK ID:

BEGINNING DATE: *06-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2001*

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 Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop 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: *Christopher Zajac*  
DATE PREPARED: *July 10, 2001*

PHONE: *(609)-530-4548*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[ 1 0 3 0 ]

HIGHWAY RT. NO. (THIS SESSION) **NJ-23**

MILEPOST NO. OR LOCATION (THIS SESSION) ): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME: V341030.I1B  
C341030.I1B  
W341030.I1B

DISK ID:

BEGINNING DATE **07-01-2001**

BEGINNING TIME: **00:00**

ENDING DATE: **07-30-2001**

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 Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop 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: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>September 11, 2001</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[ 1 0 3 0 ]

HIGHWAY RT. NO. (THIS SESSION) **NJ-23**

MILEPOST NO. OR LOCATION (THIS SESSION) ): **West Milford Township, 3 miles North of Route Co. 513.**

FILENAME: V341030.J8B  
C341030.J8B  
W341030.J8B

DISK ID:

BEGINNING DATE **08-08-2001**

BEGINNING TIME: **00:00**

ENDING DATE: **08-31-2001**

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 Piezo WIM System**

SENSOR TYPE: **Each lane has a single upstream loop 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: <b>Christopher Zajac</b>	PHONE: <b>(609)-530-4548</b>
DATE PREPARED: <b>September 11, 2001</b>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [NJ-23]
	*STATE CODE [3 4]
	*SHRP SECTION ID [ 1 0 3 0 ]

HIGHWAY RT. NO. (THIS SESSION) ***NJ-23***

MILEPOST NO. OR LOCATION (THIS SESSION) ): ***West Milford Township, 3 miles North of Route Co. 513.***

FILENAME: V341030.K1B  
C341030.K1B  
W341030.K1B

DISK ID:

BEGINNING DATE ***09-01-2001***

BEGINNING TIME: ***00:00***

ENDING DATE: ***09-30-2001***

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 Piezo WIM System***

SENSOR TYPE: ***Each lane has a single upstream loop 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: ***Christopher Zajac***  
DATE PREPARED: ***November 13, 2001***

PHONE: ***(609)-530-4548***

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 0]

HIGHWAY RT. NO. (THIS SESSION) *NJ-23*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME: V341030.L1B  
C341030.L1B  
W341030.L1B

DISK ID:

BEGINNING DATE *10-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2001*

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 Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop 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: *Christopher Zajac*  
DATE PREPARED: *November 13, 2001*

PHONE: *(609)-530-4548*



<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[ 1 0 3 0 ]

HIGHWAY RT. NO. (THIS SESSION) *NJ-23*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME:

DISK ID:

BEGINNING DATE *11-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2001*

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 Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop 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:                      System Down

NAME OF PREPARER: *Christopher Zajac*

PHONE: *(609)-530-4548*

DATE PREPARED: *January 15, 2002*

<b>SHEET 13</b> <b>LTTP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 0]

HIGHWAY RT. NO. (THIS SESSION) *NJ-23*

MILEPOST NO. OR LOCATION (THIS SESSION) ): *West Milford Township, 3 miles North of Route Co. 513.*

FILENAME:

DISK ID:.

BEGINNING DATE: *12-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2001*

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 Piezo WIM System*

SENSOR TYPE: *Each lane has a single upstream loop 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:                      System Down

NAME OF PREPARER: *Christopher Zajac*

PHONE: *(609)-530-4548*

DATE PREPARED: *January 15, 2002*

<b>SHEET 15</b> <b>LTPP TRAFFIC DATA</b>  <b>LOG OF CHANGE AT LTPP TEST</b> <b>LOCATIONS WITH PERM. AVC OR WIM</b>	*STATE ASSIGNED ID	[NJ-23]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[ 1 0 3 0 ]

Location: *West Milford Township, 3 miles North of Route Co. 513.*

TYPE EQUIP.: *Permanent WIM station*

MP # 23.8

MODEL # IRD 9303-2127

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGES	PHONE	NEW EQUIP. SERIAL#
04-20-2001	1:00 PM	Replace a computer	Tim Stalwick	732-259-8634	IRD 0008-6493

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[ NJ-23 ]
	*STATE CODE	[ 34 ]
	*SHRP SECTION ID	[ 1030 ]

### SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 04/ 21 /2001 ]
2. \* TYPE OF EQUIPMENT CALIBRATED  X  WIM   CLASSIFIER   BOTH
3. \* REASON FOR CALIBRATION  
 TRF88   ✓  REGULARLY SCHEDULED SITE VISIT   RESEARCH  
  EQUIPMENT REPLACEMENT   TRAINING  
  DATA TRIGGERED SYSTEM REVISION   NEW EQUIPMENT INSTALLATION  
 X  OTHER (SPECIFY)  ANNUAL CALIBRATION
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
  BARE ROUND PIEZO CERAMIC   BARE FLAT PIEZO   BENDING PLATES  
 X  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:  
  TRAFFIC STREAM --  Y  STATIC SCALE (Y/N)  X  TEST TRUCKS
- TRF-91   1  NUMBER OF TRUCKS COMPARED  1  NUMBER OF TEST TRUCKS USED
- 10  PASSES PER TRUCK
- | TRUCK | TYPE             | SUSPENSION |
|-------|------------------|------------|
| 1     | <u> class 9 </u> | <u> 2 </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 (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --  
 DYNAMIC AND STATIC GVW  (D)67.6 (S)69.72  STANDARD DEVIATION 3.04  
 DYNAMIC AND STATIC SINGLE AXLES  N/A  STANDARD DEVIATION    
 DYNAMIC AND STATIC DOUBLE AXLES  N/A  STANDARD DEVIATION
8.  1  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  44-52
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  
 NB\_SLOW sensor 1: 0.946 sensor 2: 0.852  
 NB\_PASS sensor 1: 1.04 sensor 2: 0.787  
 SB\_SLOW sensor 1: 0.937 sensor 2: 0.840  
 SB\_PASS sensor 1: 0.987 sensor 2: 1.046

- 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:  
 \*\*\* FHWA CLASS 9   FHWA CLASS    
 \*\*\* FHWA CLASS 8   FHWA CLASS    
  FHWA CLASS    
  FHWA CLASS    
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT: CHRIS ZAJAC  
 CONTACT INFORMATION: ED DATU (609)530-5379

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ NJ-23 ]
	*STATE CODE	[ 34 ]
	*SHRP SECTION ID	[ 1030 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 04/ 21 /2001 ]

2. \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH

3. \* REASON FOR CALIBRATION

☒ REGULARLY SCHEDULED SITE VISIT  
☐ EQUIPMENT REPLACEMENT  
☐ DATA TRIGGERED SYSTEM REVISION  
☒ OTHER (SPECIFY) ANNUAL CALIBRATION

☐ RESEARCH  
☐ TRAINING  
☐ NEW EQUIPMENT INSTALLATION

ENTERED JUN 14 2002

4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

☐ BARE ROUND PIEZO CERAMIC ☐ BARE FLAT PIEZO ☐ BENDING PLATES  
☒ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_

5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\*CALIBRATION TECHNIQUE USED:

☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☒ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED

10 PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE)

TRUCK	TYPE	SUSPENSION
1	<u>class 9</u>	<u>2</u>
2	_____	_____
3	_____	_____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW (D)67.6 (S)69.72 3.0% STANDARD DEVIATION 3.04  
 DYNAMIC AND STATIC SINGLE AXLES N/A STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC DOUBLE AXLES N/A STANDARD DEVIATION \_\_\_\_\_

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 44-52

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

NB\_SLOW sensor 1: 0.946 sensor 2: 0.852  
 NB\_PASS sensor 1: 1.04 sensor 2: 0.787  
 SB\_SLOW sensor 1: 0.937 sensor 2: 0.840  
 SB\_PASS sensor 1: 0.987 sensor 2: 1.046

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:

*** FHWA CLASS	*** FHWA CLASS	*** FHWA CLASS	*** FHWA CLASS
9	8	7	6
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

PERSON LEADING CALIBRATION EFFORT: CHRIS ZAJAC  
 CONTACT INFORMATION: ED DATU (609)530-5379