

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [_ 34 _] *SHRP SECTION ID [_ 1031 _]
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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)
2002	39546	3876	6130	1361	199

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) __ Growth Factor _____

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

- ☐ System distribution factors. (2)
☐ Based on actual lane data count. (1)
☒ Other: (3) __ Growth Factor _____

***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 <u>Nancy Whiteford</u>	PHONE# _____	
DATE PREPARED <u>June 2009</u>	rev. March 12, 2001	

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40*

FILENAME : DISK ID :
 BEGINNING DATE: BEGINNING TIME:
 ENDING DATE: ENDING TIME:
 COUNT DURATION: [] 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/LTTP, 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: All piezos are down.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>March 14, 2002</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40*

FILENAME : DISK ID :
 BEGINNING DATE: *March 2002* BEGINNING TIME:
 ENDING DATE: ENDING TIME:
 COUNT DURATION: [] 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*

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SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

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GENERAL FACTORS:

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

COMMENTS: All piezos are down.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>April 22, 2002</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

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FILENAME :

DISK ID :

BEGINNING DATE:

BEGINNING TIME:

ENDING DATE:

ENDING TIME:

COUNT DURATION: ☐ 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.

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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.*

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GENERAL FACTORS:

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

COMMENTS: *All piezos are down.*

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>May 6, 2002</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40*

FILENAME : DISK ID :
 BEGINNING DATE: *May 2002* BEGINNING TIME:
 ENDING DATE: ENDING TIME:
 COUNT DURATION: [] 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*

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SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

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GENERAL FACTORS:

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

COMMENTS: *All piezos are down.*

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>June 12, 2002</i>	

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40*

FILENAME : _____ DISK ID : _____
 BEGINNING DATE: _____ BEGINNING TIME: _____
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 NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

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GENERAL FACTORS:

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

COMMENTS: All piezos are down.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>August 29, 2002</i>	

Zip file named 341031-1005.zip
contained files name.
341031

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 36.5, Vineland Township, 2.8 miles*
South of Route US-40

FILENAME :

DISK ID :

BEGINNING DATE:

BEGINNING TIME:

ENDING DATE:

ENDING TIME:

COUNT DURATION:

[] 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' Piezo WIM System.*

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

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CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: All piezos are down.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>September 11, 2002</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40*

FILENAME :

DISK ID :

BEGINNING DATE:

BEGINNING TIME:

ENDING DATE:

ENDING TIME:

COUNT DURATION:

[] 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' 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: *All piezos are down.*

NAME OF PREPARER: *Christopher Zajac*
DATE PREPARED: *October 29, 2002*

PHONE: *(609)-530-4548*

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40*

FILENAME :

DISK ID :

BEGINNING DATE:

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ENDING DATE:

ENDING TIME:

COUNT DURATION:

[] HOURS

[] DAYS

[] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A*

NO. OF BINS: *N/A*

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PERMANENT *X*

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ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: *All piezos are down.*

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>November 22, 2002</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS COUNT) : *NJ-55*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40*

FILENAME :

DISK ID :

BEGINNING DATE:

BEGINNING TIME:

ENDING DATE:

ENDING TIME:

COUNT DURATION:

[] 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' 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: All piezos are down.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>December 20, 2002</i>	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS SESSION): *NJ-55*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40.*

FILENAME : The system is not operational.

DISK ID:

BEGINNING DATE :

BEGINNING TIME:

ENDING DATE:

ENDING TIME:

COUNT DURATION: ☐ HOURS ☐ DAYS ☐ MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM ☒ 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 ☒

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 ± 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: The site is not operational due to the sensors failure.

NAME OF PREPARER: *Christopher Zajac*

PHONE: (609)-530-4548

DATE PREPARED: *April 22, 2002*

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS SESSION): *NJ-55*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40.*

FILENAME : The system is not operational.

DISK ID:

BEGINNING DATE :

BEGINNING TIME:

ENDING DATE:

ENDING TIME:

COUNT DURATION: ☐ 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

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COMMENTS: The site is not operational due to the sensors failure.

NAME OF PREPARER: *Christopher Zajac*
DATE PREPARED: *May 6, 2002*

PHONE: (609)-530-4548

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS SESSION): *NJ-55*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40.*

FILENAME : The system is not operational.

DISK ID:

BEGINNING DATE :

BEGINNING TIME:

ENDING DATE:

ENDING TIME:

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

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

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

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VEHICLE CLASSIFICATION METHOD:

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

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W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

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COMMENTS: The site is not operational due to the sensors failure.

NAME OF PREPARER: *Christopher Zajac*
DATE PREPARED: *June 12, 2002*

PHONE: (609)-530-4548

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

HIGHWAY RT. NO. (THIS SESSION): *NJ-55*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40.*

FILENAME : The system is not operational.

DISK ID:

BEGINNING DATE :

BEGINNING TIME:

ENDING DATE:

ENDING TIME:

COUNT DURATION: ☐ 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:

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7-card 6 digit Truck Weight study

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OTHER

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COMMENTS: The site is not operational due to the sensors failure.

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

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-55]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 1]

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MILEPOST NO. OR LOCATION (THIS SESSION): *MP 36.5, Vineland Township, 2.8 miles South of Route US-40.*

FILENAME : The system is not operational.

DISK ID:

BEGINNING DATE :

BEGINNING TIME:

ENDING DATE:

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COUNT DURATION: ☐ HOURS ☐ DAYS ☐ MONTHS

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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 ± 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: The site is not operational due to the sensors failure.

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