

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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 : C341031.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, (L-P-P-L) configuration.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: Due to system problems, no data on January 9.

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>February 24, 2012</i>	

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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 : C341031.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 *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, (L-P-P-L) configuration.*

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: *March 27, 2012*

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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 : C341031.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, (L-P-P-L) configuration.*

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: *April 13, 2012*

<b>SHEET 12</b>	*STATE ASSIGNED ID [NJ-55]
<b>LTTP TRAFFIC DATA</b>	
<b>CLASSIFICATION DATA</b>	*STATE CODE [3 4]
<b>TRANSMITTAL FORM</b>	*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 : C341031.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, (L-P-P-L) configuration.*

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>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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 : C341031.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, (L-P-P-L) configuration.*

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: *June 7, 2012*

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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 : C341031.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, (L-P-P-L) configuration.*

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>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-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 : C341031.I6M ✓

DISK ID :

BEGINNING DATE: *07-06-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2012*

ENDING TIME: *24:00*

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

VEHICLE CLASSIFICATION METHOD: FHWA ☒ 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, (L-P-P-L) configuration.*

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 JULY 1-5 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-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 : C341031.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

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, (L-P-P-L) configuration.*

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>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-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 : C341031.K1M ✓

DISK ID :

BEGINNING DATE: *09-01-2012*

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, (L-P-P-L) configuration.*

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>October 15, 2012</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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 : C341031.L1M

DISK ID :

BEGINNING DATE: *10-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2012*

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, (L-P-P-L) configuration.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: *LOW VOLUMES ON OCTOBER 28-31 DUE TO HURRICANE SANDY.*

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>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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 : C341031.M1M ✓

DISK ID :

BEGINNING DATE: *11-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2012*

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, (L-P-P-L) configuration.*

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>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-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 : C341031.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

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, (L-P-P-L) configuration.*

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-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 : W341031. C1M ✓ DISK ID:  
V341031. C1M

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, (L-P-P-L) configuration.**

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: Due to system problems, no data on January 9.

NAME OF PREPARER: **Mahmood Afrina Khandakar**

PHONE: **(609)-530-3508**

DATE PREPARED: **February 24, 2012**

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

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 : W341031.D1M ✓ DISK ID:  
V341031.D1M

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, (L-P-P-L) configuration.**

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: **Mahmood Afrina Khandakar**

PHONE: **(609)-530-3508**

DATE PREPARED: **March 27, 2012**

**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 : W341031. E1M ✓ DISK ID:  
V341031. E1M

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

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, (L-P-P-L) configuration.**

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: **Eric M. Oberle**

PHONE: **(609)-530-2667**

DATE PREPARED: **April 13, 2012**

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 : W341031.F1M ✓ DISK ID:  
V341031.F1M

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* 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, (L-P-P-L) configuration.*

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: *Eric M. Oberle*

PHONE: *(609)-530-2667*

DATE PREPARED: *May 17, 2012*



**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 : W341031. G1M ✓ DISK ID:  
V341031. G1M

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, (L-P-P-L) configuration.*

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: *Eric M. Oberle*

PHONE: *(609)-530-2667*

DATE PREPARED: *June 7, 2012*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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 : W341031. H1M ✓ DISK ID:  
V341031. H1M

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, (L-P-P-L) configuration.**

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

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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 : W341031. I6M ✓ DISK ID:  
V341031. I6M

BEGINNING DATE: **07-06-2012**

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, (L-P-P-L) configuration.**

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 JULY 1-5 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-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 : W341031.JIM ✓ DISK ID:  
V341031.JIM

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, (L-P-P-L) configuration.*

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: *Eric M. Oberle*  
DATE PREPARED: *September 14, 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-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 : W341031. K1M DISK ID:  
V341031. K1M

BEGINNING DATE: *09-01-2012*

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, (L-P-P-L) configuration.*

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

<b>SHEET 13</b> <b>LTTP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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 : W341031.L1M      DISK ID:  
V341031.L1M

BEGINNING DATE: *10-01-2012*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2012*

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, (L-P-P-L) configuration.*

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: LOW VOLUMES ON OCTOBER 28-31 DUE TO HURRICANE SANDY.

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

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b> <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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 : W341031.M1M ✓  
V341031.M1M

DISK ID:

BEGINNING DATE: *11-01-2012*

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, (L-P-P-L) configuration.*

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: *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-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 : W341031.N1M ✓  
V341031.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, (L-P-P-L) configuration.**

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: **Eric M. Oberle**  
DATE PREPARED: **January 10, 2013**

PHONE: **(609)-530-2667**



Entered June 01, 2012

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [ NJ-55 ]  
\*STATE CODE [ 34 ]  
\*SHRP SECTION ID [ 1031 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 04/ 14 /2012 ]
2. \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. \* REASON FOR CALIBRATION  
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☒ OTHER (SPECIFY) SEMI-ANNUAL CALIBRATION
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
- 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     | _____          | _____      |
| 3     | _____          | _____      |
- 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 ---  
STATIC GVW (S)79.56 ,  
STANDARD DEVIATION BY LANE:  
LANE 1 , sensor 1: 2.43 sensor 2: 4.80 ←  
LANE 2 sensor 1: 2.01 sensor 2: 0.55  
LANE 3 sensor 1: 0.93 sensor 2: 1.56  
LANE 4 sensor 1: 1.92 sensor 2: 1.91

\*Please see accomp. data file:  
CDS\_551\_1031\_.xls

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 60-65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :  
NB\_SLOW (LANE 1) sensor 1: 9000 sensor 2: 8800 →  
NB\_PASS (LANE 2) sensor 1: 12100 sensor 2: 11550  
SB\_SLOW (LANE 1) sensor 1: 10000 sensor 2: 9000  
SB\_PASS (LANE 2) sensor 1: 7550 sensor 2: 7150

- 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 AUNCLASSIFIED≅ VEHICLES: \_\_\_\_\_ . \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: BRIAN BRITTON  
CONTACT INFORMATION: ERIC OBERLE (609) 530-2667

341031

Calibration Data  
April 14, 2012  
NJ-55 , MP 37.0  
SHRP ID: 341031

Calib. Truck: Static Weight (KIPS): GVW: 79.56  
Class 9 Vehicle Front: 10.64

	Lane 1 (NB-S)		Lane 2(NB-P)	
	Sensor #1 (Ch.0)	Sensor #2 (Ch.1)	Sensor #1 (Ch.2)	Sensor #2 (Ch.3)
Old Cal. Factors:	9,000	8,800	16,100	14,500
Meas. GVW	76.3	80.00	101.0	94.90
	72.8	80.80	102.3	97.50
	73.9	70.70	108.4	101.60
	78.9	75.10	110.1	102.00
	76.1	75.00	108.7	104.00
Adj. Cal. Factors:	9,000	8,800	12,100	11,550
Meas. GVW	74.7	81.9	75.4	84.1
	74	78	77.7	83.2
	77.8	81.3	79.4	84.2
	78	88.3		
	79.8	75.6		
Adj. Cal. Factors:	9,000	8,800	12,100	11,550
Standard Deviation:	2.43	4.80	2.01	0.55
Final Cal. Factors:	9,000	8,800	12,100	11,550

GVW  
mean 76.9  
DIFF Error -3.4% ✓  
StdDev 3.1%

	Lane 3 (SB-S)		Lane 4(SB-P)	
	Sensor #1 (Ch.0)	Sensor #2 (Ch.1)	Sensor #1 (Ch.2)	Sensor #2 (Ch.3)
Old Cal. Factors:	10,000	9,000	9,750	8,740
Meas. GVW	82.4	74.60	93.8	94.30
	83.8	76.80	92.9	100.20
	83.5	78.20	93.7	93.90
	81.6	76.20	100.1	99.90
	83.5	74.50	98.3	98.00
Adj. Cal. Factors:	10,000	9,000	8,100	7,150
Meas. GVW			84.4	81.5
			85.5	84.2
			83.2	
			88.2	
			84.2	
Standard Deviation:	0.93	1.56	1.92	1.91
Final Cal. Factors:	10,000	9,000	7,550	7,150