

<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.C1N ✓

DISK ID :

BEGINNING DATE: *01-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2013*

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>February 13, 2013</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.D1N

DISK ID :

BEGINNING DATE: *02-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *02-28-2013*

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: NO CLASS DATA ON FEBRUARY 9 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>March 27, 2013</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.E1N ✓

DISK ID :

BEGINNING DATE: *03-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2013*

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: NO CLASS DATA SOUTHBOUND DUE TO SYSTEM PROBLEM. NO CLASS DATA NORTHBOUND ON MARCH 6 & 25 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>April 23, 2013</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.FIN ✓

DISK ID :

BEGINNING DATE: *04-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *04-30-2013*

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: NO CLASS DATA SOUTHBOUND DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>May 29, 2013</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.G1N ✓

DISK ID :

BEGINNING DATE: *05-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2013*

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: NO CLASS DATA NORTHBOUND ON MAY 14 DUE TO SYSTEM PROBLEM. NO CLASS DATA NORTHBOUND AND SOUTHBOUND ON MAY 27 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>July 3, 2013</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.H1N

DISK ID :

BEGINNING DATE: *06-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2013*

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 11, 2013</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.IIN ✓

DISK ID :

BEGINNING DATE: *07-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2013*

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>August 13, 2013</i>	

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

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.J1N ✓

DISK ID :

BEGINNING DATE: *08-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2013*

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 19, 2013</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.K1N ✓

DISK ID :

BEGINNING DATE: *09-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2013*

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 28, 2013</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.L1N ✓

DISK ID :

BEGINNING DATE: *10-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2013*

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>November 19, 2013</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.M1N

DISK ID :

BEGINNING DATE: *11-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2013*

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 3, 2014</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.NIN ✓

DISK ID :

BEGINNING DATE: *12-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2013*

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 ON DECEMBER 10 DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>January 15, 2014</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. CIN ✓  
V341031. CIN

DISK ID:

BEGINNING DATE: *01-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2013*

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: *February 13, 2013*

PHONE: *(609)-530-2667*

<b>SHEET 13</b> <b>LTTP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-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.D1N  
V341031.D1N

DISK ID:

BEGINNING DATE: *02-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *02-28-2013*

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 ON FEBRUARY 9 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>March 27, 2013</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.E1N ✓  
V341031.E1N

DISK ID:

BEGINNING DATE: **03-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **03-31-2013**

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 DATA SOUTHBOUND DUE TO SYSTEM PROBLEM. NO WEIGHT OR VOLUME DATA ON MARCH 6 & 25 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>April 23, 2013</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.F1N ✓  
V341031.F1N

DISK ID:

BEGINNING DATE: *04-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *04-30-2013*

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 DATA SOUTHBOUND DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *May 29, 2013*

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.G1N ✓  
V341031.G1N

DISK ID:

BEGINNING DATE: *05-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2013*

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 DATA NORTHBOUND ON MAY 14 AND 27 DUE TO SYSTEM PROBLEM. NO VOLUME DATA NORTHBOUND AND SOUTHBOUND ON MAY 27 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *July 3, 2013*

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.H1N ✓  
V341031.H1N

DISK ID:

BEGINNING DATE: *06-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2013*

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: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>July 11, 2013</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.IIN ✓  
V341031.IIN

DISK ID:

BEGINNING DATE: *07-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2013*

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: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>August 13, 2013</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.J1N ✓  
V341031.J1N

DISK ID:

BEGINNING DATE: *08-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2013*

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 19, 2013*

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.K1N ✓  
V341031.K1N

DISK ID:

BEGINNING DATE: *09-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2013*

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 28, 2013</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.L1N ✓  
V341031.L1N

DISK ID:

BEGINNING DATE: *10-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2013*

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.

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COMMENTS:

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *November 19, 2013*

PHONE: *(609)-530-2667*

<b>SHEET 13</b> <b>LTTP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-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.MIN  
V341031.MIN

DISK ID:

BEGINNING DATE: *11-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2013*

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>January 3, 2014</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.N1N ✓  
V341031.N1N

DISK ID:

BEGINNING DATE: *12-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2013*

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 ON DECEMBER 10 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *January 15, 2014*

PHONE: *(609)-530-2667*



ENTERED  
22/NOV/2013  
C.O.

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ NJ-55] *STATE CODE [ 34 ] *SHRP SECTION ID [ 1031 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/01/2013 ]
2. \* TYPE OF EQUIPMENT CALIBRATED   X   WIM        CLASSIFIER        BOTH
3. \* REASON FOR CALIBRATION
 

<u>      </u> REGULARLY SCHEDULED SITE VISIT	<u>      </u> RESEARCH
<u>      </u> EQUIPMENT REPLACEMENT	<u>      </u> TRAINING
<u>      </u> DATA TRIGGERED SYSTEM REVISION	<u>      </u> NEW EQUIPMENT INSTALLATION
<u>      </u> LTPP VALIDATION	<u>      </u> LTPP ASSESSMENT
<u>  X  </u> OTHER (SPECIFY) <u>SEMI-ANNUAL CALIBRATION</u>	
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 

<u>      </u> BARE ROUND PIEZO CERAMIC	<u>  X  </u> BARE FLAT PIEZO	<u>      </u> BENDING PLATES
<u>      </u> CHANNELIZED ROUND PIEZO	<u>      </u> LOAD CELLS	<u>      </u> QUARTZ PIEZO
<u>      </u> CHANNELIZED FLAT PIEZO	<u>  X  </u> INDUCTANCE LOOPS	<u>      </u> CAPACITANCE PADS
<u>      </u> OTHER (SPECIFY)		
5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\*CALIBRATION TECHNIQUE USED:

PROTOCOL: a. SOURCE 34 101 W2

b. BASIC METHOD I

  1   NUMBER OF TRUCKS COMPARED

  1   NUMBER OF TEST TRUCKS USED

  5   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>  1  </u>
2	<u>      </u>	<u>      </u>
3	<u>      </u>	<u>      </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

→ **LANE 1 (NB\_Slow)**

DYNAMIC AND STATIC GVW	<u>-4.1</u>	STANDARD DEVIATION	<u>3.3</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-1.5</u>	STANDARD DEVIATION	<u>9.6</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-3.4</u>	STANDARD DEVIATION	<u>5.0</u>

**LANE 2 (NB\_Pass)**

DYNAMIC AND STATIC GVW	<u>-2.8</u>	STANDARD DEVIATION	<u>2.6</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-1.5</u>	STANDARD DEVIATION	<u>5.0</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.0</u>	STANDARD DEVIATION	<u>4.2</u>

**LANE 3 (SB\_Slow)**

DYNAMIC AND STATIC GVW	<u>3.3</u>	STANDARD DEVIATION	<u>2.0</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>3.9</u>	STANDARD DEVIATION	<u>2.2</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>6.1</u>	STANDARD DEVIATION	<u>4.4</u>

**LANE 4 (SB\_Pass)**

DYNAMIC AND STATIC GVW	<u>0.3</u>	STANDARD DEVIATION	<u>2.5</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>0.7</u>	STANDARD DEVIATION	<u>6.1</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>2.5</u>	STANDARD DEVIATION	<u>2.4</u>

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: 9745       sensor 2: 9091
- NB\_Pass       (Lane 2)       sensor 1: 12100      sensor 2: 11550
- SB\_Slow       (Lane 3)       sensor 1: 9525       sensor 2: N/A
- SB\_Pass       (Lane 4)       sensor 1: 7269       sensor 2: N/A
- 11.\*\*   IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
- IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\*   METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
- \_\_\_ VIDEO           \_\_\_ MANUAL           \_\_\_ PARALLEL CLASSIFIERS
13.    METHOD TO DETERMINE LENGTH OF COUNT \_\_\_ TIME       \_\_\_ NUMBER OF TRUCKS
14.    MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
- \*\*\* TMG CLASS   9       \_\_\_\_\_       TMG CLASS \_\_\_\_\_
- TMG CLASS \_\_\_\_\_       \_\_\_\_\_       TMG CLASS \_\_\_\_\_
- TMG CLASS \_\_\_\_\_       \_\_\_\_\_       TMG CLASS \_\_\_\_\_
- \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_ . \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: CHRIS MEDINA, DIGITAL TRAFFIC SYSTEMS (DTS)

CONTACT INFORMATION: ERIC OBERLE (609) 530-2667