

<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.C1Q ✓

DISK ID :

BEGINNING DATE: *01-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2016*

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 JANUARY 23, and 24 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *M. Afrina Khandakar*  
DATE PREPARED: *April 22, 2016*

PHONE: *(609)-530-3508*

<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.D1Q

DISK ID :

BEGINNING DATE: *02-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *02-29-2016*

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 NORTH BOUND, DUE TO SYSTEM PROBLEM. 8*  
*LTPP LN.*

NAME OF PREPARER: <i>M. Afrina Khandakar</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>June 13, 2016</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.E1Q ✓

DISK ID :

BEGINNING DATE: *03-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2016*

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 NORTH BOUND, DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>M. Afrina Khandakar</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>July 5, 2016</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.H1Q✓

DISK ID :

BEGINNING DATE: *06-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2016*

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 NORTH BOUND, DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>M. Afrina Khandakar</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>August 9, 2016</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.I1Q

DISK ID :

BEGINNING DATE: *07-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2016*

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 NORTH BOUND, DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Chris Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 10, 2017</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.J1Q

DISK ID :

BEGINNING DATE: *08-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2016*

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 NORTH BOUND DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Chris Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 11, 2017</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.K1Q

DISK ID :

BEGINNING DATE: *09-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2016*

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 North Bound due to system problem.*

NAME OF PREPARER: <i>Chris Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 24, 2017</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.L1Q ✓

DISK ID :

BEGINNING DATE: *10-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2016*

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 Data on North Bound due to system problem*

NAME OF PREPARER: <i>Chris Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 24, 2017</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.M1Q

DISK ID :

BEGINNING DATE: *11-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2016*

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 data on North Bound due to system problem.*

NAME OF PREPARER: <i>Chris Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 25, 2017</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.N1Q ✓

DISK ID:

BEGINNING DATE: *12-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2016*

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 North Bound due to system problem.*

NAME OF PREPARER: <i>Eric Oberle</i>	PHONE: <i>(609) 530-2667</i>
DATE PREPARED: <i>February 15, 2017</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.C1Q ✓  
V341031.C1Q

DISK ID:

BEGINNING DATE: *01-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2016*

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 JANUARY23and 24 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: M.Afrina Khandakar

PHONE: (609)-530-3508

<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.C1Q  
V341031.C1Q

DISK ID:

BEGINNING DATE: *01-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2016*

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: NO WEIGHT OR VOLUME DATA ON NORTH BOUND, DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: M.Afrina Khandakar

PHONE: (609)-530-3508

<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.E1Q ✓  
V341031.E1Q

DISK ID:

BEGINNING DATE: *03-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2016*

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: NO WEIGHT OR VOLUME DATA ON NORTH BOUND, DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: M.Afrina Khandakar

PHONE: (609)-530-3508

<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.H1Q ✓  
V341031.H1Q

DISK ID:

BEGINNING DATE: *06-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2016*

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: NO WEIGHT OR VOLUME DATA ON NORTH BOUND, DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: M.Afrina Khandakar

PHONE: (609)-530-3508

<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.I1Q  
V341031.I1Q

DISK ID:

BEGINNING DATE: *07-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2016*

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 NORTH BOUND, DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Chris Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 10, 2017</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.J1Q  
V341031.J1Q

DISK ID:

BEGINNING DATE: *08-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2016*

ENDING TIME: *24:00*

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

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

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

SENSOR TYPE: *Each lane has two (2) loops and two (2) Class I piezoelectric WIM sensors, (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 NORTH BOUND DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: *Chris Zajac*  
DATE PREPARED: *January 11, 2017*

PHONE: *(609)-530-4548*



<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[NJ-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.K1Q ✓  
V341031.K1Q

DISK ID:

BEGINNING DATE: *09-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2016*

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 on North Bound due to system problem.*

NAME OF PREPARER: *Chris Zajac*  
DATE PREPARED: *January 24, 2017*

PHONE: *(609)-530-4548*

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

DISK ID:

BEGINNING DATE: *10-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2016*

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 on North Bound due to system problem*

NAME OF PREPARER: <i>Chris Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 24, 2017</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.M1Q ✓  
V341031.M1Q

DISK ID:

BEGINNING DATE: *11-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2016*

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 on North Bound due to system problem.*

NAME OF PREPARER: <i>Chris Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 25, 2017</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.N1Q  
V341031.N1Q

DISK ID:

BEGINNING DATE: *12-01-2016*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2016*

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 data on North Bound due to system problem.*

NAME OF PREPARER: *Eric Oberle*  
DATE PREPARED: *February 15, 2017*

PHONE: *(609) 530-2667*