

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *01-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *02-28-2002*

ENDING TIME: *24:00*

COUNT DURATION: *2* ☐ HOURS ☐ DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: *FWHA X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A* NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: *PORTABLE* PERMANENT *X*

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

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*
Sensor status: Lane 1 & 2 piezos are down (May)

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

February 2002 – System Down.

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

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *03-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2002*

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' Piezo WIM System.*

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

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

No classification data in passing lane.

NAME OF PREPARER: *Christopher Zajac*
DATE PREPARED: *April 22, 2002*

PHONE: *(609)-530-4548*

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *04-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *04-30-2002*

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' Piezo WIM System.*

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

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

No classification data in passing lane.

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

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : DISK ID :
 BEGINNING DATE: *05-01-2002* BEGINNING TIME: *00:00*
 ENDING DATE: *05-31-2002* 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' Piezo WIM System.*

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

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:
No classification data in passing lane.

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

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *06-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2002*

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' Piezo WIM System.*

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

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

No classification data in passing lane.

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

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *07-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2002*

ENDING TIME: *24:00*

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

VEHICLE CLASSIFICATION METHOD: FHWA *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A*

NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE

PERMANENT *X*

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

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

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

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *08-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2002*

ENDING TIME: *24:00*

COUNT DURATION: *1*

[] HOURS

[] DAYS

[X] MONTHS

VEHICLE CLASSIFICATION METHOD: *FWHA X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: *N/A*

NO. OF BINS: *N/A*

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT:

PORTABLE

PERMANENT *X*

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

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

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

Gap.
8/5 - 8/7
.J7C

NAME OF PREPARER: *Christopher Zajac*
DATE PREPARED: *September, 10 2002*

PHONE: *(609)-530-4548*

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *09-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2002*

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' Piezo WIM System.*

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

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

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

PHONE: *(609)-530-4548*

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *10-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *10-15-2002*

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' Piezo WIM System.*

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

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

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *11-16-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2002*

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' Piezo WIM System.*

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

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

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

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME :

DISK ID :

BEGINNING DATE: *12-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2002*

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' Piezo WIM System.*

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

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>Christopher Zajac</i> | PHONE: <i>(609)-530-4548</i> |
| DATE PREPARED: <i>February 3, 2003</i> | |

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME: V341034.C1C
C341034.C1C
W341034.C1C

DISK ID:

BEGINNING DATE: *01-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2002*

ENDING TIME: *24:00*

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 5 percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS:

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

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME:

DISK ID:

BEGINNING DATE:

BEGINNING TIME: *00:00*

ENDING DATE:

ENDING TIME: *24:00*

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

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 5 percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: System Down

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

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.E1C
C341034.E1C
W341034.E1C

DISK ID:

BEGINNING DATE: *03-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2002*

ENDING TIME: *24:00*

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 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 ± 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 classification in passing lane.

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

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.FIC
C341034.FIC
W341034.FIC

DISK ID:

BEGINNING DATE: *04-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *04-30-2002*

ENDING TIME: *24:00*

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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 classification in passing lane.

NAME OF PREPARER: *Christopher Zajac*

PHONE: *(609)-530-4548*

DATE PREPARED: *May 6, 2002*

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.G1C
C341034.G1C
W341034.G1C

DISK ID:

BEGINNING DATE : *05-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2002*

ENDING TIME: *24:00*

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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 classification in passing lane.

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

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.H1C
C341034.H1C
W341034.H1C

DISK ID:

BEGINNING DATE : *06-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2002*

ENDING TIME: *24:00*

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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: SB Passing Lane is down.

NAME OF PREPARER: *Christopher Zajac*
DATE PREPARED: *July 11, 2002*

PHONE: *(609)-530-4548*

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.I1C
C341034.I1C
W341034.I1C

DISK ID:

BEGINNING DATE : *07-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2002*

ENDING TIME: *24:00*

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 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 ± 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: SB Passing Lane does not weigh vehicles.

NAME OF PREPARER: *Christopher Zajac*
DATE PREPARED: *September 3, 2002*

PHONE: *(609)-530-4548*

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.J1C
C341034.J1C
W341034.J1C

DISK ID:

BEGINNING DATE : *08-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2002*

ENDING TIME: *24:00*

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

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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: Missing data on 08/06 due to the system failure.
SB Passing Lane does not weigh vehicles.

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

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.K1C
C341034.K1C
W341034.K1C

DISK ID:

BEGINNING DATE: *09-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *09-30-2002*

ENDING TIME: *24:00*

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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: SB Passing Lane neither weighs nor classifies vehicles due to the system failure.

NAME OF PREPARER: *Christopher Zajac*

PHONE: *(609)-530-4548*

DATE PREPARED: *October 29, 2002*

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.L1C
W341034.L1C

DISK ID:

BEGINNING DATE: *10-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *10-15-2002*

ENDING TIME: *24:00*

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

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23
W-card *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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: SB Passing Lane neither weighs nor classifies vehicles due to the system failure.
Slow lane did not record classification data in October due to the system failure.
Missing data from 10/15 to 10/31 due to the system failure.

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

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.L1C
W341034.L1C

DISK ID:

BEGINNING DATE: *11-16-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2002*

ENDING TIME: *24:00*

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

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23
W-card *X* OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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: SB Passing Lane neither weighs nor classifies vehicles due to the system failure.
Missing data from 11/01 to 11/15 due to the system failure.

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

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

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1 mile South of Deptford / Center Road Interchange.*

FILENAME : V341034.N1C
C341034.N1C
W341034.N1C

DISK ID:

BEGINNING DATE: *12-01-2002*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2002*

ENDING TIME: *24:00*

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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: SB Passing Lane neither weighs nor classifies vehicles due to the system failure.

NAME OF PREPARER: *Christopher Zajac*

PHONE: *(609)-530-4548*

DATE PREPARED: *February 3, 2003*

SHEET 16

LTPP MONITORED TRAFFIC DATA

SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID

[NJ-55]

*STATE CODE

[34]

*SHRP SECTION ID

[1034]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 / 13 /2002]

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) 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 -- ☒ Y STATIC SCALE (Y/N) ☒ TEST TRUCKS

☒ NUMBER OF TRUCKS COMPARED 1 ☐ NUMBER OF TEST TRUCKS USED 10

| | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|----------------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u>class 9</u> | <u>2</u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | | |
| 3 - OTHER (DESCRIBE) | 3 | | |

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW (D)50.4 (S)53.24 STANDARD DEVIATION 5.3%
DYNAMIC AND STATIC SINGLE AXLES N/A STANDARD DEVIATION
DYNAMIC AND STATIC DOUBLE AXLES N/A STANDARD DEVIATION

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 54-60

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
SB_SLOW sensor 1: 0.308 sensor 2: 0.440
SB_PASS sensor 1: 0.58 sensor 2: 0.54

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: ED DATU

CONTACT INFORMATION: ED DATU (609)530-5379