

Traffic Data  
Collection Site

State Code: 34  
SHRP Section ID: 1638  
Effective Date: 01/01/01

Highway Route Number: NJ-55 NB

Milepost Number: 58.7

Location: Deptford Township, 1.6 miles North of Route NJ-47

Vehicle Classification Method: FHWA: X Other: \_\_\_\_\_ #Bins:

Type of Classification Equipment: Portable: \_\_\_\_\_ Permanent: X

AVC Equipment Make/Model No: International Road Dynamics' Piezo WIM System

Sensor Type: Each lane has a single upstream loop and two (2) class I piezoelectric wim sensors.

Weight Scale Type: Portable WIM: \_\_\_\_\_ Permanent WIM: X Other:

Equipment Make/Model No: International Road Dynamics' Piezo WIM System

Sensor Type: Same as the above (permanent WIM system)

Method of Calibration: Automatic - daily; Manual - Yearly (last calibrated - May 20, 2000)

Comments: *January 2001* - No data has been provided due to the system failure.

*February 2001* - No data processed at slow lane due to the sensors failure.  
Missing data on February 01-12,22 due to the system failure.

Date Prepared: *March 5, 2001*  
Name of Preparer: *Christopher I. Zajac*

Fax Number: *(609) 530-3514*  
Phone Number: *(609) 530 4548*

**Sheet 12**Traffic Data  
Collection SiteState Code: 34  
SHRP Section ID: 1638  
Effective Date: 03/01/01Highway Route Number: NJ-55 NBMilepost Number: 58.7Location: Deptford Township, 1.6 miles North of Route NJ-47Vehicle Classification Method: FHWA: X Other: \_\_\_\_\_ #Bins:Type of Classification Equipment: Portable: \_\_\_\_\_ Permanent: XAVC Equipment Make/Model No: International Road Dynamics' Piezo WIM SystemSensor Type: Each lane has a single upstream loop and two (2) class I piezoelectric wim sensors.Weight Scale Type: Portable WIM: \_\_\_\_\_ Permanent WIM: X Other:Equipment Make/Model No: International Road Dynamics' Piezo WIM SystemSensor Type: Same as the above (permanent WIM system)Method of Calibration: Automatic - daily; Manual - Yearly (last calibrated - May 20, 2000)Comments: *March 2001* - No data processed at slow lane due to the sensors failure.  
Missing data on March 01,02 & 16-31 due to the system failure.*April 2001* - No data processed at fast lane due to the sensors failure.  
Missing data on April 01-05 due to the system failure.Date Prepared: *May 3, 2001*  
Name of Preparer: *Christopher I. Zajac*Fax Number: *(609) 530-3514*  
Phone Number: *(609) 530 4548*

<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 6 3 8 ]

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.*

FILENAME : DISK ID :  
 BEGINNING DATE: *05-01-2001* BEGINNING TIME: *00:00*  
 ENDING DATE: *06-30-2001* ENDING TIME: *24:00*  
 :  
 COUNT DURATION: 2 [ ] 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: Lane 3 & 4 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:

May 2001 – No data has been processed due to the system failure.  
 June 2001 – Missing data on 6/4, 6/5 & 6/16-6/30 due to the system failure.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>July 10, 2001</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 6 3 8 ]

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.*

FILENAME :

DISK ID :

BEGINNING DATE: *07-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2*                      [ ] 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: Lane 3 & 4 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:

July 2001 –      Missing data on 7/01-7/12 & 7/27 due to the system failure.  
August 2001 –      Missing data on 8/27-8/31 & 8/25 due to the system failure.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>September 11, 2001</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 6 3 8 ]

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.*

FILENAME :

DISK ID :

BEGINNING DATE: *09-03-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2001*

ENDING TIME: *24:00*

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

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

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

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

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

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

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*  
*Sensor status: Lane 3 & 4 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:

September 2001 – Missing data on 09/01,02,05,12 & 09/18-21 due to the system failure.  
 October 2001 – Missing data on 10/01,11,17 due to the system failure.  
 No weight data has been processed for month of October.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>November 15, 2001</i>	



**Sheet 13**Traffic Data Files  
Transmittal FormState: **New Jersey**  
State Code: **34**

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
----------	------------------------------	-----------------------	----------------------------	---------------------	-----------------

**DIR 1031\_551**

System Down

**DIR 1638\_552**

System Down

**DIR 1034\_552**

V341034.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C341034.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W341034.C1B	01/01/01	00:00	01/31/01	24:00	FHWA

**DIR 4042\_295**

V344042.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C344042.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W344042.C1B	01/01/01	00:00	01/31/01	24:00	FHWA

Name of Preparer: **Christopher I. Zajac**Phone Number: **609/ 530-4548**Date Prepared: **MARCH 5, 2001**FAX Number: **609/ 530-3514**

**Sheet 13**Traffic Data Files  
Transmittal FormState: **New Jersey**  
State Code: **34**

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
----------	------------------------------	-----------------------	----------------------------	---------------------	-----------------

**DIR 1031\_551**

System Down

**DIR 1638\_552**

V341034.DBB	02/12/01	00:00	02/28/01	24:00	FHWA
C341034.DBB	02/12/01	00:00	02/28/01	24:00	FHWA
W341034.DBB	02/12/01	00:00	02/28/01	24:00	FHWA

**DIR 1034\_552**

V341034.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C341034.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
W341034.D1B	02/01/01	00:00	02/28/01	24:00	FHWA

**DIR 4042\_295**

V344042.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C344042.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
W344042.D1B	02/01/01	00:00	02/28/01	24:00	FHWA

Name of Preparer: **Christopher I. Zajac**Phone Number: **609/ 530-4548**Date Prepared: **MARCH 5, 2001**FAX Number: **609/ 530-3514**



**Sheet 13**Traffic Data Files  
Transmittal FormState: ***New Jersey***  
State Code: ***34***

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
<b><u>DIR 1031_551</u></b>					
	System Down				
<b><u>DIR 1638_552</u></b>					
V341638.F6B	04/06/01	00:00	04/30/01	24:00	FHWA
C341638.F6B	04/06/01	00:00	04/30/01	24:00	FHWA
W341638.F6B	04/06/01	00:00	04/30/01	24:00	FHWA
<b><u>DIR 1034_552</u></b>					
V341034.F6B	04/06/01	00:00	04/30/01	24:00	FHWA
C341034.F6B	04/06/01	00:00	04/30/01	24:00	FHWA
W341034.F6B	04/06/01	00:00	04/30/01	24:00	FHWA
<b><u>DIR 4042_295</u></b>					
V344042.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
C344042.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
W344042.F3B	04/03/01	00:00	04/30/01	24:00	FHWA

Name of Preparer: ***Christopher I. Zajac***Phone Number: ***609/ 530-4548***Date Prepared: ***MAY 3, 2001***FAX Number: ***609/ 530-3514***

<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 6 3 8]

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.*

FILENAME: The system is down.

DISK ID:

BEGINNING DATE: *05-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2001*

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  $\pm 5$  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: *Christopher Zajac*  
DATE PREPARED: *July 10, 2001*

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 6 3 8]

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

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.**

FILENAME: V341638.H1B  
C341638.H1B  
W341638.H1B

DISK ID:

BEGINNING DATE: **06-01-2001**

BEGINNING TIME: **00:00**

ENDING DATE: **06-15-2001**

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  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.**

COMMENTS:

NAME OF PREPARER: <b>Christopher Zajac</b>	PHONE: <b>(609)-530-4548</b>
DATE PREPARED: <b>July 10, 2001</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 6 3 8 ]

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.*

FILENAME: V341030.ICB  
C341030.ICB  
W341030.ICB

DISK ID:

BEGINNING DATE: *07-13-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2001*

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  $\pm 5$  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>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>September 11, 2001</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 6 3 8 ]

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

MILEPOST NO. OR LOCATION (THIS SESSION): ***MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.***

FILENAME: V341030.J1B  
C341030.J1B  
W341030.J1B

DISK ID:

BEGINNING DATE: ***08-01-2001***

BEGINNING TIME: ***00:00***

ENDING DATE: ***08-26-2001***

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  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.***

COMMENTS:

NAME OF PREPARER: <b><i>Christopher Zajac</i></b>	PHONE: <b><i>(609)-530-4548</i></b>
DATE PREPARED: <b><i>September 11, 2001</i></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 6 3 8 ]

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

MILEPOST NO. OR LOCATION (THIS SESSION): ***MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.***

FILENAME: V341030.K3B  
C341030.K3B  
W341030.K3B

DISK ID:

BEGINNING DATE: ***09-01-2001***

BEGINNING TIME: ***00:00***

ENDING DATE: ***09-30-2001***

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  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.***

COMMENTS:

NAME OF PREPARER: <b><i>Christopher Zajac</i></b>	PHONE: <b><i>(609)-530-4548</i></b>
DATE PREPARED: <b><i>November 13, 2001</i></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 6 3 8]

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.*

FILENAME: V341030.L2B  
C341030.L2B

DISK ID:

BEGINNING DATE: *10-02-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2001*

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  $\pm 5$  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: *Christopher Zajac*  
DATE PREPARED: *November 13, 2001*

PHONE: *(609)-530-4548*

<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 6 3 8 ]

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

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.*

FILENAME: V341638.M1B  
C341638.M1B  
W341638.M1B

DISK ID:

BEGINNING DATE: *11-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2001*

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  $\pm 5$  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>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 15, 2002</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 6 3 8 ]

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

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 58.7, Deptford Township, 1.6 mile North of Route NJ-47.**

FILENAME: V341638.N1B  
C341638.N1B  
W341638.N1B

DISK ID:

BEGINNING DATE: **12-01-2001**

BEGINNING TIME: **00:00**

ENDING DATE: **12-31-2001**

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  $\pm 5$  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: **Christopher Zajac**  
DATE PREPARED: **January 15, 2002**

PHONE: **(609)-530-4548**