

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.C1F

DISK ID:

BEGINNING DATE: *01-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2005*

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>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>March 4, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.D1F

DISK ID:

BEGINNING DATE: *02-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *02-28-2005*

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>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>April 5, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.E1F

DISK ID:

BEGINNING DATE: ***03-01-2005***

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

ENDING DATE: ***03-31-2005***

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>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>April 28, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.F1F

DISK ID:

BEGINNING DATE: ***04-01-2005***

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

ENDING DATE: ***04-30-2005***

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>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>May 17, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.G1F

DISK ID:

BEGINNING DATE: *05-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2005*

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>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>July 12, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.H1F

DISK ID:

BEGINNING DATE: ***06-01-2005***

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

ENDING DATE: ***06-30-2005***

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>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>August 3, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.I1F

DISK ID:

BEGINNING DATE: ***07-01-2005***

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

ENDING DATE: ***07-30-2005***

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: DATA MISSING JULY 31, 2005 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <i>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>August 29, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.J1F

DISK ID:

BEGINNING DATE: *08-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *08-30-2005*

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: Lane 4 piezo # 1 is down

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: DATA MISSING AUGUST 31, 2005 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <i>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>October 4, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.K5F

DISK ID:

BEGINNING DATE: **09-05-2005**

BEGINNING TIME: **00:00**

ENDING DATE: **09-30-2005**

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: Lane 4 Piezo # 1 is down

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **DATA MISSING FOR DAYS 1-4, 10 & 19 BECAUSE OF SYSTEM FAILURE.**

NAME OF PREPARER: Teresa A. Goslin	PHONE: (609)-530-3508
DATE PREPARED: October 31, 2005	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.L1F

DISK ID:

BEGINNING DATE: ***10-01-2005***

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

ENDING DATE: ***10-31-2005***

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: Lane 4 Piezo # 1 is down

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: ***NO DATA ON OCTOBER 20 & 22 BECAUSE OF SYSTEM FAILURE.***

NAME OF PREPARER: <i>Teresa A. Goslin</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>December 6, 2005</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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: C341638.M1F

DISK ID:

BEGINNING DATE: ***11-01-2005***

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

ENDING DATE: ***11-30-2005***

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: Lane 4 Piezo # 1 is down

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>Teresa A. Goslin</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>January 9, 2006</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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, Gloucester County***

FILENAME: C341638.N1F

DISK ID:

BEGINNING DATE: ***12-01-2005***

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

ENDING DATE: ***12-31-2005***

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: Lane 4 Piezo # 1 is down

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: ***Teresa A. Goslin***
DATE PREPARED: ***January 31, 2006***

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

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.C1F
V341638.C1F

DISK ID:

BEGINNING DATE: ***01-01-2005***

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

ENDING DATE: ***01-31-2005***

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:

NAME OF PREPARER: ***Brian C. Britton***
DATE PREPARED: ***March 4, 2005***

PHONE: ***(609) 530-3478***

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.D1F
V341638.D1F

DISK ID:

BEGINNING DATE: ***02-01-2005***

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

ENDING DATE: ***02-28-2005***

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:

NAME OF PREPARER: ***Brian C. Britton***
DATE PREPARED: ***April 5, 2005***

PHONE: ***(609) 530-3478***

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.E1F
V341638.E1F

DISK ID:

BEGINNING DATE: **03-01-2005**

BEGINNING TIME: **00:00**

ENDING DATE: **03-31-2005**

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: No data on March 3, and March 30 due to system problems.

NAME OF PREPARER: **Brian C. Britton**
DATE PREPARED: **April 28, 2005**

PHONE: **(609) 530-3478**

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.F1F
V341638.F1F

DISK ID:

BEGINNING DATE: **04-01-2005**

BEGINNING TIME: **00:00**

ENDING DATE: **04-30-2005**

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:

NAME OF PREPARER: **Brian C. Britton**
DATE PREPARED: **May 17, 2005**

PHONE: **(609) 530-3478**

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.G1F
V341638.G1F

DISK ID:

BEGINNING DATE: *05-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2005*

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:

NAME OF PREPARER: *Brian C. Britton*
DATE PREPARED: *July 12, 2005*

PHONE: *(609) 530-3478*

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.H1F
V341638.H1F

DISK ID:

BEGINNING DATE: **06-01-2005**

BEGINNING TIME: **00:00**

ENDING DATE: **06-30-2005**

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:

NAME OF PREPARER: **Brian C. Britton**
DATE PREPARED: **August 3, 2005**

PHONE: **(609) 530-3478**

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.I1F
V341638.I1F

DISK ID:

BEGINNING DATE: ***07-01-2005***

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

ENDING DATE: ***07-31-2005***

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:

NAME OF PREPARER: <i>Brian C. Britton</i>	PHONE: <i>(609) 530-3478</i>
DATE PREPARED: <i>August 29, 2005</i>	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.J1F
V341638.J1F

DISK ID:

BEGINNING DATE: ***08-01-2005***

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

ENDING DATE: ***08-30-2005***

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: NO DATA ON THE 31ST DUE TO SYSTEM FAILURE.

NAME OF PREPARER: ***Brian C. Britton***
DATE PREPARED: ***October 4, 2005***

PHONE: ***(609) 530-3478***

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.K5F
V341638.K5F

DISK ID:

BEGINNING DATE: ***09-05-2005***

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

ENDING DATE: ***09-30-2005***

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: DATA MISSING FOR DAYS 1-4, 10 AND 19 DUE TO SYSTEM FAILURE.

NAME OF PREPARER: <i>Teresa A. Goslin</i>	PHONE: <i>(609) 530-3508</i>
DATE PREPARED: <i>October 31, 2005</i>	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.L1F
V341638.L1F

DISK ID:

BEGINNING DATE: *10-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2005*

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: DATA MISSING FOR OCTOBER 20 & 22 DUE TO SYSTEM FAILURE.

NAME OF PREPARER: <i>Teresa A. Goslin</i>	PHONE: <i>(609) 530-3508</i>
DATE PREPARED: <i>December 6, 2005</i>	

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 : W341638.M1F
V341638.M1F

DISK ID:

BEGINNING DATE: *11-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2005*

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:

NAME OF PREPARER: *Teresa A. Goslin*
DATE PREPARED: *January 9, 2006*

PHONE: *(609) 530-3508*

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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, Gloucester County*

FILENAME : W341638.N1F
V341638.N1F

DISK ID:

BEGINNING DATE: *12-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2005*

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:

NAME OF PREPARER: <i>Teresa A. Goslin</i>	PHONE: <i>(609) 530-3508</i>
DATE PREPARED: <i>January 31, 2006</i>	

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [NJ-55]</div> <div>*STATE CODE [34]</div> <div>*SHRP SECTION ID [1638]</div>
--	--

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 / 16 / 2005]

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 -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☒ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED 5

TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

TRUCK

TYPE

SUSPENSION

1

Class 9

2

2

3

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
STATIC GVW: (S)58.76 3.6 2.5
STANDARD DEVIATION BY LANE: Lane 1 Sensor 1: Down
*Please see accomp. data file: Lane 1 Sensor 2: Down
CDS_552N_1638.xls Lane 2 Sensor 1: 0.76
Lane 2 Sensor 2: 1.03

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 65-66

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):
NB_SLOW (Lane 1) Sensor 1: Down Sensor 2: Down 0.68
NB_PASS (Lane 2) Sensor 1: 0.5597 Sensor 2: 0.4916

SCANNED
FEB 06 2009

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: The auto-calibration is defined in 24 hours intervals. The method is set to *adjust after 50 trucks*, the number of auto-calibration class 9 trucks for the interval and the sum of front axle weights for the period are calculated and added to a running totals read from the ASCII file. If the number of trucks is less than 50 *trucks required before adjust*, then the new count and sum are stored in the file. If the number of accumulated trucks is greater than the user entered, then, as above, the error between the calculated mean front axle weight and the user entered Population Mean is determined. Temperature sensor is another factor that has an influence on auto-calibration process.

CLASSIFIER TEST SPECIFICS***

12.** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 _____ FHWA CLASS _____
*** FHWA CLASS 8 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT AUNCLASSIFIED≅ VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT:	BRIAN BRITTON
CONTACT INFORMATION:	BRIAN BRITTON (609) 530-3478

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [NJ-55] *STATE CODE [34] *SHRP SECTION ID [1638]
--	--

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 / 16 / 2005]
2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 REGULARLY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 X 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
 X CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO X 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) X TEST TRUCKS
- 1 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- 5 PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|------------------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u> Class 9 </u> | <u> 2 </u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | <u> </u> | <u> </u> |
| 3 - OTHER (DESCRIBE) | 3 | <u> </u> | <u> </u> |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
STATIC GVW: (S)58.76
STANDARD DEVIATION BY LANE: Lane 1 Sensor 1: Down
*Please see accomp. data file: Lane 1 Sensor 2: Down
CDS_552N_1638.xls Lane 2 Sensor 1: 0.76
Lane 2 Sensor 2: 1.03
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 65-66
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
NB_SLOW (Lane 1) Sensor 1: Down Sensor 2: Down
NB_PASS (Lane 2) Sensor 1: 0.5597 Sensor 2: 0.4916

- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: The auto-calibration is defined in 24 hours intervals. The method is set to *adjust after 50 trucks*, the number of auto-calibration class 9 trucks for the interval and the sum of front axle weights for the period are calculated and added to a running totals read from the ASCII file. If the number of trucks is less than 50 *trucks required before adjust*, then the new count and sum are stored in the file. If the number of accumulated trucks is greater than the user entered, then, as above, the error between the calculated mean front axle weight and the user entered Population Mean is determined. Temperature sensor is another factor that has an influence on auto-calibration process.

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 VIDEO MANUAL PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT TIME NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 FHWA CLASS
*** FHWA CLASS 8 FHWA CLASS
FHWA CLASS
FHWA CLASS
*** PERCENT AUNCLASSIFIED≅ VEHICLES:

PERSON LEADING CALIBRATION EFFORT: BRIAN BRITTON
CONTACT INFORMATION: BRIAN BRITTON (609) 530-3478

D Marshall

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [1-295]</div> <div>*STATE CODE [34]</div> <div>*SHRP SECTION ID [4042]</div>
--	---

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [07/ 22 /2005]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION

☐ REGULARLY SCHEDULED SITE VISIT

☐ RESEARCH

☐ EQUIPMENT REPLACEMENT

☐ TRAINING

☐ DATA TRIGGERED SYSTEM REVISION

☐ NEW EQUIPMENT INSTALLATION

☒ OTHER (SPECIFY) SEMI-ANNUAL CALIBRATION

4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

☐ BARE ROUND PIEZO CERAMIC

☒ BARE FLAT PIEZO

☐ BENDING PLATES

☐ CHANNELIZED ROUND PIEZO

☐ LOAD CELLS

☐ QUARTZ PIEZO

☐ CHANNELIZED FLAT PIEZO

☒ INDUCTANCE LOOPS

☐ CAPACITANCE PADS

☐ OTHER (SPECIFY) _____

5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:

☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS

1 NUMBER OF TRUCKS COMPARED

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

1 NUMBER OF TEST TRUCKS USED

10 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	<u>class 9</u>	<u>2</u>
2	_____	_____
3	_____	_____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW (D)60.50 (S)61.58

STANDARD DEVIATION 1.75

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) 55-62

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :

SB_SLOW (LANE 1) sensor 1: 0.206 sensor 2: 0.220

SB_MIDDLE (LANE 2) sensor 1: 0.420 sensor 2: 0.417

SB_PASS (LANE 3) sensor 1: 0.350 sensor 2: 0.310

NB_PASS (LANE 4) sensor 1: 0.360 sensor 2: 0.340

NB_MIDDLE (LANE 5) sensor 1: 0.350 sensor 2: 0.400

NB_FAST (LANE 6) sensor 1: 0.340 sensor 2: 0.320

*Please see accomp. data file:

CDS_I295_4020.xls

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: STEVE SCHROEDER (IRD)

CONTACT INFORMATION: BRIAN BRITTON (609)530-3478

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [NJ-55] *STATE CODE [34] *SHRP SECTION ID [1638]
--	---

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 / 16 / 2005]
2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 ✓ REGULARLY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 X 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
 X CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO X 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) X TEST TRUCKS
 1 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
 5 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
1 Class 9 2
2
3
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
STATIC GVW: (S) 58.76
STANDARD DEVIATION BY LANE: Lane 1 Sensor 1: Down
*Please see accomp. data file: Lane 1 Sensor 2: Down
CDS_552N_1638.xls Lane 2 Sensor 1: 0.76
Lane 2 Sensor 2: 1.03
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 65-66
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
NB_SLOW (Lane 1) Sensor 1: Down Sensor 2: Down
NB_PASS (Lane 2) Sensor 1: 0.5597 Sensor 2: 0.4916
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: The auto-calibration is defined in 24 hours intervals. The method is set to *adjust after 50 trucks*, the number of auto-calibration class 9 trucks for the interval and the sum of front axle weights for the period are calculated and added to a running totals read from the ASCII file. If the number of trucks is less than 50 *trucks required before adjust*, then the new count and sum are stored in the file. If the number of accumulated trucks is greater than the user entered, then, as above, the error between the calculated mean front axle weight and the user entered Population Mean is determined. Temperature sensor is another factor that has an influence on auto-calibration process.

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 VIDEO MANUAL PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT TIME NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 FHWA CLASS
*** FHWA CLASS 8 FHWA CLASS
FHWA CLASS
FHWA CLASS
*** PERCENT AUNCLASSIFIED= VEHICLES:

PERSON LEADING CALIBRATION EFFORT: BRIAN BRITTON
CONTACT INFORMATION: BRIAN BRITTON (609) 530-3478