

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE

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.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: SYSTEM DOWN DUE TO CONSTRUCTION.

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: March 4, 2005	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE

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.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: SYSTEM DOWN DUE TO CONSTRUCTION.

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: April 5, 2005	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE

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.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: SYSTEM DOWN DUE TO CONSTRUCTION.

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: April 28, 2005	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE

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.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **SYSTEM DOWN DUE TO CONSTRUCTION.**

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: May 17, 2005	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE

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.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **SYSTEM DOWN DUE TO CONSTRUCTION.**

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: July 12, 2005	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE

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.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **SYSTEM DOWN DUE TO CONSTRUCTION.**

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: August 3, 2005	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): ***I-295***

MILEPOST NO. OR LOCATION (THIS COUNT): ***MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.***

FILENAME: NONE

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

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.***

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: SYSTEM DOWN DUE TO CONSTRUCTION.

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-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): ***I-295***

MILEPOST NO. OR LOCATION (THIS COUNT): ***MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.***

FILENAME: NONE

DISK ID:

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

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

ENDING DATE: ***08-31-2005***

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.***

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: SYSTEM DOWN DUE TO CONSTRUCTION.

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-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38**

FILENAME: NONE

DISK ID:

BEGINNING DATE: **09-01-2005**

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.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **SYSTEM DOWN DUE TO CONSTRUCTION.**

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	[1-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38**

FILENAME: NONE

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.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **SYSTEM DOWN DUE TO CONSTRUCTION.**

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

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38**

FILENAME: C344042.M2F

DISK ID:

BEGINNING DATE: **11-02-2005**

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 two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **DATA MISSING FOR NOVEMBER 1 AND FROM NOVEMBER 25 TO NOVEMBER 30TH.**

NAME OF PREPARER: Teresa A. Goslin	PHONE: (609)-530-3508
DATE PREPARED: January 9, 2006	

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS COUNT): **I-295**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-3, Burlington County**

FILENAME: C344042.N8F

DISK ID:

BEGINNING DATE: **12-08-2005**

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 two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **NO DATA DECEMBER 1ST TO 7TH, 14TH TO 16TH, AND 20TH TO 21ST.**

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

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE
NONE

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: NO DATA FOR THE MONTH OF DECEMBER 2004 DUE TO CONSTRUCTION.

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-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE
NONE

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: NO DATA FOR THE MONTH OF FEBRUARY DUE TO CONSTRUCTION.

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: April 5, 2005	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE
NONE

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 FOR THE MONTH OF MARCH DUE TO CONSTRUCTION.

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: April 28, 2005	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE
NONE

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: **NO DATA FOR THE MONTH OF APRIL DUE TO CONSTRUCTION.**

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: May 17, 2005	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE
NONE

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: NO DATA FOR THE MONTH OF MAY DUE TO CONSTRUCTION. *

NAME OF PREPARER: Brian C. Britton	PHONE: (609)-530-3478
DATE PREPARED: July 12, 2005	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE
NONE

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: **NO DATA FOR THE MONTH OF JUNE DUE TO CONSTRUCTION.**

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-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE
NONE

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: NO DATA FOR THE MONTH OF JULY DUE TO CONSTRUCTION.

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

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID [NJ-295]
	*STATE CODE [3 4]
	*SHRP SECTION ID [4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE
NONE

DISK ID:

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

BEGINNING TIME: **00:00**

ENDING DATE: **08-31-2005**

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 FOR THE MONTH OF AUGUST DUE TO CONSTRUCTION.

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

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[NJ-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38**

FILENAME: NONE
NONE

DISK ID:

BEGINNING DATE: **09-01-2005**

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: NO DATA THIS MONTH (SEPTEMBER) DUE TO CONSTRUCTION.

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

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38**

FILENAME: NONE
NONE

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: NO DATA THIS MONTH (OCTOBER) DUE TO CONSTRUCTION.

NAME OF PREPARER: **Teresa A. Goslin**
DATE PREPARED: **December 6, 2005**

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

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID [I-295]
	*STATE CODE [3 4]
	*SHRP SECTION ID [4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38.**

FILENAME: NONE

DISK ID:

BEGINNING DATE: **11-02-2005**

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 two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.**

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card **X**

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

METHOD OF CALIBRATION AND FREQUENCY: **Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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 NOVEMBER 1 AND FROM NOVEMBER 25 TO NOVEMBER 30TH.

NAME OF PREPARER: Teresa A. Goslin	PHONE: (609)-530-3508
DATE PREPARED: January 9, 2006	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-295]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[4 0 4 2]

HIGHWAY RT. NO. (THIS SESSION): **I-295**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP 39.6, Mount Laurel Township, 2 miles South of Route NJ-38, Burlington County**

FILENAME: W344042.N8F
V344042.N8F

DISK ID:

BEGINNING DATE: **12-08-2005**

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 two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.**

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card **X**

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

METHOD OF CALIBRATION AND FREQUENCY: **Calibration is field validated on each site once a year using one 3S2 vehicle loaded and statically weighed at about 70,000 to 80,000 pounds. A minimum of 20 passes is made per lane at highway speeds or until a consistent calibration tolerance of ± 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 DECEMBER 1ST TO 7TH, 14TH TO 16TH, AND 20TH TO 21ST.**

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

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

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [I-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

☒ 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)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

<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[I-295]
	*STATE CODE	[34]
	*SHRP SECTION ID	[4042]

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
- ☒ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED 10
- 10 PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|----------------|------------|
| 1 | <u>class 9</u> | <u>2</u> |
| 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 --- -1.754
- 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) :
- | | sensor 1 | sensor 2 |
|--------------------|----------|----------|
| SB_SLOW (LANE 1) | 0.206 | 0.220 |
| SB_MIDDLE (LANE 2) | 0.420 | 0.417 |
| SB_PASS (LANE 3) | 0.350 | 0.310 |
| NB_PASS (LANE 4) | 0.360 | 0.340 |
| NB_MIDDLE (LANE 5) | 0.350 | 0.400 |
| NB_FAST (LANE 6) | 0.340 | 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 | *** FHWA CLASS | *** FHWA CLASS | *** FHWA CLASS |
|----------------|----------------|----------------|----------------|
| 9 | 8 | 7 | 6 |
| 5 | 4 | 3 | 2 |
| 1 | 0 | 0 | 0 |
- *** PERCENT AUNCLASSIFIED \cong VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: STEVE SCHROEDER (IRD)

CONTACT INFORMATION: BRIAN BRITTON (609)530-3478