

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C344042.FIN ✓

DISK ID:

BEGINNING DATE: **04-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **04-30-2013**

ENDING TIME: **24:00**

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

VEHICLE CLASSIFICATION METHOD: FHWA **X** OTHER

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

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

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

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

SENSOR TYPE: **Each lane has two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>May 29, 2013</b>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C344042.G2N ✓

DISK ID:

BEGINNING DATE: **05-02-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **05-13-2013**

ENDING TIME: **24:00**

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

VEHICLE CLASSIFICATION METHOD: FHWA **X** OTHER

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

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

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

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

SENSOR TYPE: **Each lane has two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **NO CLASS DATA SOUTHBOUND ON MAY 1 AND 14-31 DUE TO SYSTEM PROBLEM. NO CLASS DATA NORTHBOUND DUE TO SYSTEM PROBLEM.**

NAME OF PREPARER: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>July 3, 2013</b>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C344042.H7N ✓

DISK ID:

BEGINNING DATE: **06-07-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **06-30-2013**

ENDING TIME: **24:00**

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

VEHICLE CLASSIFICATION METHOD: FHWA **X** OTHER

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

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

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

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

SENSOR TYPE: **Each lane has two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: NO CLASS DATA SOUTHBOUND ON JUNE 1-6 DUE TO SYSTEM PROBLEM. NO CLASS DATA NORTHBOUND DUE TO SYSTEM PROBLEM

NAME OF PREPARER: **Eric M. Oberle**  
DATE PREPARED: **July 11, 2013**

PHONE: **(609)-530-2667**

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C344042.IIN ✓

DISK ID:

BEGINNING DATE: *07-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2013*

ENDING TIME: *24:00*

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

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

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

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

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

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

SENSOR TYPE: *Each lane has two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: *NO CLASS DATA NORTHBOUND DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>August 13, 2013</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C344042.J1N ✓

DISK ID:

BEGINNING DATE: **08-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **08-25-2013**

ENDING TIME: **24:00**

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

VEHICLE CLASSIFICATION METHOD: FHWA **X** OTHER

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

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

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

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

SENSOR TYPE: **Each lane has two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.**

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: **NO CLASS DATA NORTHBOUND DUE TO SYSTEM PROBLEM. NO CLASS DATA ON AUGUST 26-31 SOUTHBOUND DUE TO SYSTEM PROBLEM.**

NAME OF PREPARER: **Eric M. Oberle**  
DATE PREPARED: **September 19, 2013**

PHONE: **(609)-530-2667**

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C344042.M1N

DISK ID:

BEGINNING DATE: *11-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2013*

ENDING TIME: *24:00*

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

VEHICLE CLASSIFICATION METHOD: FHWA ☒ 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 ☒

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

SENSOR TYPE: *Each lane has two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: *NO CLASS DATA NORTHBOUND DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>January 3, 2014</i>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C344042.N1N ✓

DISK ID:

BEGINNING DATE: *12-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2013*

ENDING TIME: *24:00*

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

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

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

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

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

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

SENSOR TYPE: *Each lane has two (2) loops and two (2) Class I piezoelectric WIM sensors, (L-P-P-L) configuration.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: *NO CLASS DATA ON DECEMBER 10 DUE TO SYSTEM PROBLEM. NO CLASS DATA NORTHBOUND ON DECEMBER 1-3 DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>January 15, 2014</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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: W344042.FIN ✓  
V344042.FIN

DISK ID:

BEGINNING DATE: **04-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **04-30-2013**

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: **Each lane has three (3) loops and two (2) Class I piezoelectric WIM sensors, (L-P-L-P-L) configuration.**

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: NO WEIGHT DATA SOUTHBOUND OR NORTHBOUND PASS LANE DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>May 29, 2013</b>	



<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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: W344042. G2N ✓  
V344042. G2N

DISK ID:

BEGINNING DATE: **05-02-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **05-31-2013**

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: **Each lane has three (3) loops and two (2) Class I piezoelectric WIM sensors, (L-P-L-P-L) configuration.**

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: **NO WEIGHT DATA NORTHBOUND (ALL LANES) AND SOUTHBOUND PASS/MIDDLE LANES DUE TO SYSTEM PROBLEM. NO WEIGHT DATA FOR SOUTHBOUND SLOW LANE ON MAY 1 AND 14-31 DUE TO SYSTEM PROBLEM. NO VOLUME DATA FOR NORTHBOUND AND SOUTHBOUND ON MAY 1 AND 27 DUE TO SYSTEM PROBLEM.**

NAME OF PREPARER: **Eric M. Oberle**  
DATE PREPARED: **July 3, 2013**

PHONE: **(609)-530-2667**

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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: W344042. H7N ✓  
V344042. H1N

DISK ID:

BEGINNING DATE: **06-07-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **06-30-2013**

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: **Each lane has three (3) loops and two (2) Class I piezoelectric WIM sensors, (L-P-L-P-L) configuration.**

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card **X**

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: **NO WEIGHT DATA NORTHBOUND (ALL LANES) AND SOUTHBOUND PASS/MIDDLE LANES DUE TO SYSTEM PROBLEM. NO WEIGHT DATA FOR SOUTHBOUND SLOW LANE ON JUNE 1-2 DUE TO SYSTEM PROBLEM.**

NAME OF PREPARER: **Eric M. Oberle**  
DATE PREPARED: **July 11, 2013**

PHONE: **(609)-530-2667**

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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: W344042. IIN ✓  
V344042. IIN

DISK ID:

BEGINNING DATE: *07-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2013*

ENDING TIME: *24:00*

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

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

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

SENSOR TYPE: *Each lane has three (3) loops and two (2) Class I piezoelectric WIM sensors, (L-P-L-P-L) configuration.*

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: *NO WEIGHT DATA NORTHBOUND (ALL LANES) AND SOUTHBOUND PASS/MIDDLE LANES DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *August 13, 2013*

PHONE: *(609)-530-2667*

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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: W344042. J1N ✓  
V344042. J1N

DISK ID:

BEGINNING DATE: **08-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **08-25-2013**

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: **Each lane has three (3) loops and two (2) Class I piezoelectric WIM sensors, (L-P-L-P-L) configuration.**

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: NO WEIGHT DATA NORTHBOUND (ALL LANES) AND SOUTHBOUND PASS/MIDDLE LANES DUE TO SYSTEM PROBLEM. NO WEIGHT OR VOLUME DATA ON AUGUST 26-31 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>September 19, 2013</b>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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: W344042. M1N  
V344042. M1N

DISK ID:

BEGINNING DATE: **11-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **11-30-2013**

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: **Each lane has three (3) loops and two (2) Class I piezoelectric WIM sensors, (L-P-L-P-L) configuration.**

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card **X**

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: **NO WEIGHT DATA NORTHBOUND DUE TO SYSTEM PROBLEM.**

NAME OF PREPARER: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>January 3, 2014</b>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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: W344042. N1N ✓  
V344042. N1N

DISK ID:

BEGINNING DATE: *12-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2013*

ENDING TIME: *24:00*

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

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

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

SENSOR TYPE: *Each lane has three (3) loops and two (2) Class I piezoelectric WIM sensors, (L-P-L-P-L) configuration.*

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: NO WEIGHT OR VOLUME DATA ON DECEMBER 10 DUE TO SYSTEM PROBLEM. NO WEIGHT DATA NORTHBOUND ON DECEMBER 1-3 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *January 15, 2014*

PHONE: *(609)-530-2667*

**SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ I-295]  
\*STATE CODE [ 34 ]  
\*SHRP SECTION ID [ 4042 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/03/2013 ]
2. \* TYPE OF EQUIPMENT CALIBRATED   X   WIM        CLASSIFIER        BOTH
3. \* REASON FOR CALIBRATION  
       REGULARLY SCHEDULED SITE VISIT        RESEARCH  
  X   EQUIPMENT REPLACEMENT        TRAINING  
       DATA TRIGGERED SYSTEM REVISION        NEW EQUIPMENT INSTALLATION  
       LTPP VALIDATION        LTPP ASSESSMENT  
       OTHER (SPECIFY)
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
       BARE ROUND PIEZO CERAMIC   X   BARE FLAT PIEZO        BENDING PLATES  
       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:

PROTOCOL: a. SOURCE 34 101W 2

b. BASIC METHOD I

  1   NUMBER OF TRUCKS COMPARED

  1   NUMBER OF TEST TRUCKS USED

  5   PASSES PER TRUCK

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

TRUCK	TYPE	SUSPENSION
1	<u>CLASS 9</u>	<u>1</u>
2	<u>      </u>	<u>      </u>
3	<u>      </u>	<u>      </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

**LANE 1 (SB\_Slow)**

DYNAMIC AND STATIC GVW	<u>0.0</u>	STANDARD DEVIATION	<u>3.7</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>0.0</u>	STANDARD DEVIATION	<u>5.4</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-3.2</u>	STANDARD DEVIATION	<u>5.4</u>

**LANE 2 (SB\_Middle)**

DYNAMIC AND STATIC GVW	<u>0.0</u>	STANDARD DEVIATION	<u>2.3</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>0.0</u>	STANDARD DEVIATION	<u>3.2</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-5.0</u>	STANDARD DEVIATION	<u>2.2</u>

**LANE 3 (SB\_Pass)**

DYNAMIC AND STATIC GVW	<u>0.0</u>	STANDARD DEVIATION	<u>0.4</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>0.0</u>	STANDARD DEVIATION	<u>4.2</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>0.2</u>	STANDARD DEVIATION	<u>0.8</u>

ENTERED  
10/FEB/2014  
C.O.

DYNAMIC AND STATIC GVW	<u>0.0</u>	STANDARD DEVIATION	<u>3.1</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>0.0</u>	STANDARD DEVIATION	<u>4.0</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>5.2</u>	STANDARD DEVIATION	<u>4.0</u>

DYNAMIC AND STATIC GVW	<u>0.0</u>	STANDARD DEVIATION	<u>10.0</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>0.0</u>	STANDARD DEVIATION	<u>2.7</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-2.3</u>	STANDARD DEVIATION	<u>11.3</u>

DYNAMIC AND STATIC GVW	<u>0.0</u>	STANDARD DEVIATION	<u>5.8</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>0.0</u>	STANDARD DEVIATION	<u>9.3</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>2.0</u>	STANDARD DEVIATION	<u>9.4</u>

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 60-65

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

SB_Slow	(Lane 1)	sensor 1: 20631	sensor 2: 16167
SB_Middle	(Lane 2)	sensor 1: 16555	sensor 2: 15439
SB_Pass	(Lane 3)	sensor 1: 14497	sensor 2: 13900
NB_Pass	(Lane 4)	sensor 1: 13255	sensor 2: 11735
NB_Middle	(Lane 5)	sensor 1: 18003	sensor 2: 15210
→ NB_Slow	(Lane 6)	sensor 1: 18718	sensor 2: 19873

- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)   N    
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### 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:

\*\*\* TMG CLASS 9 \_\_\_\_\_ TMG CLASS \_\_\_\_\_  
 TMG CLASS \_\_\_\_\_ TMG CLASS \_\_\_\_\_  
 TMG CLASS \_\_\_\_\_ TMG CLASS \_\_\_\_\_

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_.

PERSON LEADING CALIBRATION EFFORT: TREVOR RITCHIE, INTERNATIONAL ROAD DYNAMICS (IRD)  
CONTACT INFORMATION: ERIC OBERLE (609) 530-2667