

Sheet 12Traffic Data
Collection SiteState Code: 34
SHRP Section ID: 6057
Effective Date: 03/01/00
01Highway Route Number: I-95Milepost Number: 1.10Location: Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line)Vehicle Classification Method: FHWA: X Other: _____ #Bins:Type of Classification Equipment: Portable: _____ Permanent: XAVC Equipment Make/Model No: International Road Dynamics' Piezo WIM SystemSensor Type: The 2 outside lanes in each direction (lanes 1, 2, 5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and the inside lanes in each direction (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classification only.Weight Scale Type: Portable WIM: _____ Permanent WIM: X Other:Equipment Make/Model No: International Road Dynamics' Piezo WIM SystemSensor Type: Same as the above (permanent WIM system)Method of Calibration: Automatic - daily; Manual - Yearly (last calibrated - April 22, 2000)

Comments: No NB data has been submitted due to sensors failure.

March 2001 - No data processed at slow lane due to the sensors failure.

April 2001 - No data processed at slow lane due to the sensors failure.
Missing data on April 01,02 due to the system failure.Date Prepared: May 3, 2001Fax Number: (609) 530-3514Name of Preparer: Christopher I. ZajacPhone Number: (609) 530 4548

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS COUNT) : *I-95*

MILEPOST NO. OR LOCATION (THIS COUNT): *Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).*

FILENAME :

DISK ID :

BEGINNING DATE: *05-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2001*

ENDING TIME: *24:00*

COUNT DURATION: *2* ☐ HOURS ☐ DAYS ☒ 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' Piezo WIM System.*

SENSOR TYPE: *The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.*
Sensor status: Lane 3, 4, 5 sensors are down.

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

May 2001 - Missing data from 5/1 to 5/13 due to the system failure.
June 2001 - NB Slow data has been submitted.

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

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID [I-95] *STATE CODE [3 4] *SHRP SECTION ID [6 0 5 7]
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HIGHWAY RT. NO. (THIS COUNT): **I-95**

MILEPOST NO. OR LOCATION (THIS COUNT): **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME :

DISK ID :

BEGINNING DATE: **07-01-2001**

BEGINNING TIME: **00:00**

ENDING DATE: **08-31-2001**

ENDING TIME: **24:00**

COUNT DURATION: **2** [] HOURS [] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA **X** OTHER

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

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

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

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

SENSOR TYPE: **The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.**
Sensor status: Lane 3, 4, 5 sensors are down.

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

July 2001 – Missing data on 7/01-15 due to the system failure.
South bound middle, pass and north bound slow data have been submitted.
August 2001 – Missing data on 8/11-8/15 due to the system failure.
No weight data has been submitted.
South bound data has been submitted.

NAME OF PREPARER: Christopher Zajac	PHONE: (609)-530-4548
DATE PREPARED: September 11, 2001	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS COUNT) : **I-95**

MILEPOST NO. OR LOCATION (THIS COUNT): **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME :

DISK ID :

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

BEGINNING TIME: **00:00**

ENDING DATE: **10-31-2001**

ENDING TIME: **24:00**

COUNT DURATION: **2** [] HOURS [] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA **X** OTHER

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

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

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

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

SENSOR TYPE: **The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.**
Sensor status: Lane 3, 4, 5 sensors are down.

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

September 2001 -Missing data on 09/05 due to the system failure.
South bound middle and north bound slow data have been submitted.
No weight data has been submitted.
October 2001 - South bound middle and north bound slow data have been submitted
No weight data has been submitted.

NAME OF PREPARER: Christopher Zajac	PHONE: (609)-530-4548
DATE PREPARED: November 13, 2001	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS COUNT): **I-95**

MILEPOST NO. OR LOCATION (THIS COUNT): **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME :

DISK ID :

BEGINNING DATE: **11-01-2001**

BEGINNING TIME: **00:00**

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

ENDING TIME: **24:00**

COUNT DURATION: **2** [] HOURS [] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA **X** OTHER

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

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

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

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

SENSOR TYPE: **The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.**
Sensor status: Lane 3, 4, 5 sensors are down.

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

System Down.

NAME OF PREPARER: Christopher Zajac	PHONE: (609)-530-4548
DATE PREPARED: January 15, 2002	

Sheet 13Traffic Data Files
Transmittal Form

State:

New Jersey

State Code:

34

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
DIR 6057_095					
V346057.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C346057.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W346057.C1B	01/01/01	00:00	01/31/01	24:00	FHWA

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

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

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
DIR 6057_095					
V346057.D2B	02/02/01	00:00	02/15/01	24:00	FHWA
C346057.D2B	02/02/01	00:00	02/15/01	24:00	FHWA
W346057.D2B	02/02/01	00:00	02/15/01	24:00	FHWA

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

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

FILENAME	START DATE (mm / dd / yy)	START TIME (hh:mm)	END DATE (mm / dd / yy)	END TIME (hh:mm)	CLASS SCHEME
DIR 6057_095					
V346057.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
C346057.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
W346057.F3B	04/03/01	00:00	04/30/01	24:00	FHWA

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

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS SESSION) **I-95**

MILEPOST NO. OR LOCATION (THIS SESSION) **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME : V346057.GCB
C346057.GCB
W346057.GCB

DISK ID:

BEGINNING DATE : **05-13-2001**

BEGINNING TIME: **00:00**

ENDING DATE: **05-31-2001**

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: **The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.**

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME: NO. OF BINS

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

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

COMMENTS:

NAME OF PREPARER: Christopher Zajac	PHONE: (609)-530-4548
DATE PREPARED: July 10, 2001	

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS SESSION) **I-95**

MILEPOST NO. OR LOCATION (THIS SESSION) **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME : V346057.H1B
C346057.H1B
W346057.H1B

DISK ID:

BEGINNING DATE: **06-02-2001**

BEGINNING TIME: **00:00**

ENDING DATE: **06-30-2001**

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: **The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.**

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

NAME OF PREPARER: Christopher Zajac	PHONE: (609)-530-4548
DATE PREPARED: July 10, 2001	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS SESSION) *I-95*

MILEPOST NO. OR LOCATION (THIS SESSION) *Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).*

FILENAME : V346057.IFB
C346057.IFB
W346057.IFB

DISK ID:

BEGINNING DATE : *07-16-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2001*

ENDING TIME: *24:00*

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

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

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

SENSOR TYPE: *The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.*

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

NAME OF PREPARER: *Christopher Zajac*
DATE PREPARED: *September 11, 2001*

PHONE: *(609)-530-4548*

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS SESSION) **I-95**

MILEPOST NO. OR LOCATION (THIS SESSION) **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME : V346057.J1B
C346057.J1B

DISK ID:

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

BEGINNING TIME: **00:00**

ENDING DATE: **08-31-2001**

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: **The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.**

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

NAME OF PREPARER: Christopher Zajac	PHONE: (609)-530-4548
DATE PREPARED: September 11, 2001	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS SESSION) **I-95**

MILEPOST NO. OR LOCATION (THIS SESSION) **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME : V346057.K1B
C346057.K1B

DISK ID:

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

BEGINNING TIME: **00:00**

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

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: *The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.*

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

NAME OF PREPARER: **Christopher Zajac**
DATE PREPARED: **November 13, 2001**

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

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS SESSION) **I-95**

MILEPOST NO. OR LOCATION (THIS SESSION) **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME : V346057.L1B
C346057.L1B

DISK ID:

BEGINNING DATE : **10-01-2001**

BEGINNING TIME: **00:00**

ENDING DATE: **10-31-2001**

ENDING TIME: **24:00**

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

SENSOR TYPE: *The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.*

VEHICLE CLASSIFICATION METHOD:

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

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

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

NAME OF PREPARER: **Christopher Zajac**
DATE PREPARED: **November 13, 2001**

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

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS SESSION) *I-95*

MILEPOST NO. OR LOCATION (THIS SESSION) *Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).*

FILENAME :

DISK ID:

BEGINNING DATE : *11-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2001*

ENDING TIME: *24:00*

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

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

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

SENSOR TYPE: *The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.*

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: System Down

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>January 15, 2002</i>	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1-95]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[6 0 5 7]

HIGHWAY RT. NO. (THIS SESSION) **I-95**

MILEPOST NO. OR LOCATION (THIS SESSION) **Ewing Township, 1 mile North of Scudder Falls Bridge (NJ-PA State Line).**

FILENAME :

DISK ID:

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

BEGINNING TIME: **00:00**

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

ENDING TIME: **24:00**

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

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

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

SENSOR TYPE: *The 2 outside lanes in each direction (lanes 1,2,5 & 6) have single upstream loop with 2 Class I piezoelectric WIM sensors and inside lanes in each directions (lanes 3 & 4) have single upstream loops and 2 dynax sensors for classifications only.*

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card **X**

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

System Down

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[1-95]
	*STATE CODE	[34]
	*SHRP SECTION ID	[6057]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 / 12 /2001]
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) DYNAX
5. EQUIPMENT MANUFACTURER _____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS
- 1 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- 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 ---
 DYNAMIC AND STATIC GVW (D)46.7 (S)45.70 STANDARD DEVIATION 2.188
 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) 45 - 53
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
 SB_SLOW sensor 1: 0.996 sensor 2: 1.048
 SB_MIDDLE sensor 1: 0.86 sensor 2: 1.046
 NB_SLOW sensor 1: 0.65 sensor 2: 0.939

- 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 "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: ED DATU
 CONTACT INFORMATION: ED DATU (609)530-5379

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [1-95]
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*SHRP SECTION ID [6057]

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☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
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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
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 ---
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DYNAMIC AND STATIC SINGLE AXLES N/A STANDARD DEVIATION _____
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