

ENTERED 4/12/08

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	*STATE ASSIGNED ID <u>[ I-95 ]</u>  *STATE CODE <u>[ 34 ]</u>  *SHRP SECTION ID <u>[ 6057 ]</u>
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**1. ANNUAL TRAFFIC ESTIMATES**

*YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT LTPP LANE	*ESTIMATED TOTAL TRUCKS AADT LTPP LANE	*ESTIMATED ESAL=S/YR LTPP LANE (1000'S)
<u>2003</u>	<u>67011</u>	<u>7712</u>	<u>10391</u>	<u>2694</u>	<u>728</u>

**2. METHOD FOR ESTIMATING TOTAL VEHICLE AADT (TWO-WAY)**

- ☒ Growth factored last year=s estimate. (6)
- ☐ Estimated based on volume counts at nearby locations. (3)
- ☐ Used computerized network analyses. (4)
- ☐ Factored a single count taken this year at the LTPP site. (1)
- ☐ Average multiple counts taken this year at the LTPP site. (2)
- ☐ Average and factored multiple count taken this year at the LTPP site. (5)
- ☐ Used flow maps. (7)
- ☐ Other: (8) \_\_\_\_\_

**3. METHOD FOR ESTIMATING TOTAL TRUCK AADT (TWO-WAY)**

- ☐ Used system averages from counts taken this year. (6)
- ☐ Used count data from nearby sites. (3)
- ☐ Used count data from previous years at the LTPP site. (7)
- ☒ Used system averages from previous years. (8)
- ☐ Used computerized network analyses. (4)
- ☐ Used a single count taken this year at the LTPP site. (5)
- ☐ Factored a single count taken this year at the LTPP site. (1)
- ☐ Averaged multiple counts taken this year at the LTPP site. (2)
- ☐ Other: (9) \_\_\_\_\_

**4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP LANE AADT**

- ☐ System distribution factors. (2)
- ☐ Based on actual lane count data. (1)
- ☒ Other: (3) Growth Factor

**\*5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE, AADT**

- ☐ System distribution factors. (2)
- ☐ Based on actual lane data count. (1)
- ☒ Other: (3) Growth Factor

**\*6. METHOD FOR ESTIMATING ESAL/YEAR IN LTPP LANE**

- ☒ ESAL/Truck factor (1)
- ☐ ESAL/Vehicle class. (2) (No. of classes)
- ☐ ESAL/Axle(3) Sing. \_\_\_\_\_ Tand. \_\_\_\_\_ Tri. \_\_\_\_\_
- ☐ Other:(4) \_\_\_\_\_

**7. ESAL ESTIMATES - SOURCE OF DATA**

- ☐ Weight data collected at LTPP site prior years. (2)
- ☐ Weight data from system averages this year. (3)
- ☒ Weight data from system averages prior years. (4)
- ☐ Weight data from historic W-4 Tables used. (5)
- ☐ Other: (6) \_\_\_\_\_

**8. WEIGHT SCALE TYPE**

- ☐ WIM scale. (1)
- ☐ Static scale used for enforcement. (2)
- ☒ Static scale not used for enforcement. (3)
- ☐ Other: (4) \_\_\_\_\_

NAME OF PREPARER <u>Abid Ikram</u> DATE PREPARED <u>Aug 21/08</u>	PHONE# _____ <div style="text-align: right;">rev. March 12, 2001</div>
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<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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:

BEGINNING TIME: **00:00**

ENDING DATE:

ENDING TIME: **24:00**

COUNT DURATION: 0 [ ] 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: <b>Christopher Zajac</b>	PHONE: <b>(609)-530-4548</b>
DATE PREPARED: <b>April 1, 2003</b>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: *Feb. 2003* BEGINNING TIME: *00:00*  
 ENDING DATE: ENDING TIME: *24:00*  
 COUNT DURATION: 0 [ ] 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.*  
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CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS):

COMMENTS:  
 System Down.

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>April 14, 2003</i>	

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*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 :

DISK ID:

BEGINNING DATE:

*Jan. 2003*

BEGINNING TIME: **00:00**

ENDING DATE:

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  $\pm 5$  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:

System Down

NAME OF PREPARER: **Christopher Zajac**  
DATE PREPARED: **April 1, 2003**

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

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[I-95]
	*STATE CODE	[3 4]
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FILENAME :

DISK ID:

BEGINNING DATE:

BEGINNING TIME: *00:00*

ENDING DATE:

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.*

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W-card *X*

OTHER

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COMMENTS:

*System Down*

NAME OF PREPARER: <i>Christopher Zajac</i>	PHONE: <i>(609)-530-4548</i>
DATE PREPARED: <i>April 14, 2003</i>	