

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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.C1J ✓

DISK ID :

BEGINNING DATE: 01-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 01-12-2009

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 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 ON JANUARY 13 TO 31 DUE TO SYSTEM PROBLEMS

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-4553
DATE PREPARED: <i>February 24, 2009</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]

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.D4J ✓

DISK ID :

BEGINNING DATE: 02-04-2009

BEGINNING TIME: 00:00

ENDING DATE: 02-28-2009

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 DATA ON FEBRUARY 1 TO FEBRUARY 4 DUE TO SYSTEM PROBLEMS

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: <i>(609)-530-4553</i>
DATE PREPARED: <i>March 17, 2009</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]

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 1.20, Ewing Township, 1.1 miles
North of Route NJ-29*

FILENAME : C346057.E1J ✓

DISK ID :

BEGINNING DATE: *03-01-2009*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2009*

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 DATA ON MARCH SECOND DUE TO HEAVY SNOW. ALSO NO DATA ON MARCH 8-9 AND MARCH 22-25 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: <i>(609)-530-4553</i>
DATE PREPARED: <i>April 8, 2009</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]

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.G1J ✓

DISK ID :

BEGINNING DATE: 05-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 05-31-2009

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 DATA ON NORTH BOUND SLOW DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>June 8, 2009</i>	

SHEET 12 LTTP 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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.H1J ✓

DISK ID :

BEGINNING DATE: 06-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 06-30-2009

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 DATA ON JUNE FIRST TO FOURTH ON NORTH BOUND SLOW DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>August 4, 2009</i>	

SHEET 12 LTTP 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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.I1J ✓

DISK ID :

BEGINNING DATE: 07-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 07-31-2009

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: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>August 10, 2009</i>	

SHEET 12 LTTP 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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.J1J ✓

DISK ID :

BEGINNING DATE: 08-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 08-31-2009

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: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>September 9, 2009</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]

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

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.K1J ✓

DISK ID :

BEGINNING DATE: 09-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 09-30-2009

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: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>October 13, 2009</i>	

SHEET 12 LTTP 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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.K1J L I J

DISK ID :

BEGINNING DATE: 09-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 09-31-2009

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: <i>Mahmood Afrina Khandakar</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>November 17, 2009</i>	

SHEET 12 LTTP 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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.M2J ✓

DISK ID :

BEGINNING DATE: 11-02-2009

BEGINNING TIME: 00:00

ENDING DATE: 11-30-2009

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 DATA ON NOVEMBER FIRST DUE TO SYSTEM PROBLEMS.**

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>December 7, 2009</i>	

SHEET 12 LTTP 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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : C346057.N1J ✓

DISK ID :

BEGINNING DATE: 12-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 12-18-2009

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: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>January 4, 2010</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 R.F. NO. (THIS SESSION): I-95

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME: W346057.C1J ✓
V346057.C1J

DISK ID:

BEGINNING DATE: 01-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 01-12-2009

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 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 382 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 reform the calibration tolerances. The process is repeated until the required tolerance is satisfied.*

COMMENTS: NO DATA ON JANUARY 13 TO 31 DUE TO SYSTEM PROBLEMS

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE NO: <i>(609)-530-4553</i>
DATE PREPARED: <i>February 24, 2009</i>	

SHEET 13 LTTP 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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057.D4J ✓
V346057.D4J

DISK ID:

BEGINNING DATE: 02-04-2009

BEGINNING TIME: 00:00

ENDING DATE: 02-28-2009

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 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 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: NO DATA ON FEBRUARY 1 TO FEBRUARY 4 DUE TO SYSTEM PROBLEMS

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-4553
DATE PREPARED: <i>March 17, 2009</i>	

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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057. E1J ✓
V346057. E1J

DISK ID:

BEGINNING DATE: 03-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 03-31-2009

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 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 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: NO DATA ON MARCH SECOND DUE TO HEAVY SNOW. ALSO NO DATA ON MARCH 8-9, AND MARCH 22-25 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-4553
DATE PREPARED: <i>April 8, 2009</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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057.F0J ✓
V346057.F0J

DISK ID:

BEGINNING DATE: 04-10-2009

BEGINNING TIME: 00:00

ENDING DATE: 04-30-2009

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 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 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: NO DATA ON APRIL 1-9 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>May 26, 2009</i>	

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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057. G1J ✓
V346057. G1J

DISK ID:

BEGINNING DATE: 05-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 05-31-2009

ENDING TIME: 24:00

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

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM ☒ OTHER

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.*

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 ☒ OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: ~~NO DATA ON NORTH BOUND SLOW DUE TO SYSTEM PROBLEMS.~~

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>June 8, 2009</i>	

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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057. H1J ✓
V346057. H1J

DISK ID:

BEGINNING DATE: 06-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 06-30-2009

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 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 ON JUNE FIRST TO FOURTH ON NORTH BOUND SLOW DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: *Mahmood Afrina Khandakar*
DATE PREPARED: *August 4, 2009*

PHONE: (609)-530-3508

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): 1-95

MILEPOST NO. OR LOCATION (THIS SESSION): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057.11J ✓
V346057.11J

DISK ID:

BEGINNING DATE: 07-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 07-31-2009

ENDING TIME: 24:00

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

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM ☒ OTHER

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.*

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 ☒ 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: *Mahmood Afrina Khandakar*
DATE PREPARED: *August 10, 2009*

PHONE: (609)-530-3508

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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057.J1J ✓
V346057.J1J

DISK ID:

BEGINNING DATE: 08-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 08-31-2009

ENDING TIME: 24:00

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

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM ☒ OTHER

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.*

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 ☒

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>September 9, 2009</i>	

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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057. K1J ✓
V346057. K1J

DISK ID:

BEGINNING DATE: 09-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 09-30-2009

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 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 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.

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COMMENTS:

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>October 13, 2009</i>	

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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057. L1J ✓
V346057. L1J

DISK ID:

BEGINNING DATE: 10-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 10-31-2009

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 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:

NAME OF PREPARER: *Mahmood Afrina Khandakar*
DATE PREPARED: *November 17, 2009*

PHONE: (609)-530-3508

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): *MP 1.20, Ewing Township, 1.1 miles
North of Route NJ-29*

FILENAME : W346057. M2J ✓
V346057. M2J

DISK ID:

BEGINNING DATE: 11-02-2009

BEGINNING TIME: 00:00

ENDING DATE: 11-30-2009

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 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 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.

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COMMENTS: **NO DATA ON NOVEMBER FIRST DUE TO SYSTEM PROBLEMS**

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>December 7, 2009</i>	

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): *MP 1.20, Ewing Township, 1.1 miles North of Route NJ-29*

FILENAME : W346057. N1J ✓
V346057. N1J

DISK ID:

BEGINNING DATE: 12-01-2009

BEGINNING TIME: 00:00

ENDING DATE: 12-18-2009

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 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:

NAME OF PREPARER: <i>Mahmood Afrina Khandakar</i>	PHONE: (609)-530-3508
DATE PREPARED: <i>January 4, 2010</i>	

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID</div> <div>*STATE CODE</div> <div>*SHRP SECTION ID</div>	<div>[1-95]</div> <div>[34]</div> <div>[1638]</div>
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [09 / 26 / 2009]

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 -- ☒ Y 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	class 9	2
2		
3		

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

STATIC GVW (S)60.70

STANDARD DEVIATION BY LANE:

LANE 1	sensor 1: 2.67	sensor 2: 1.95
LANE 2	sensor 1: 1.15	sensor 2: 2.14
LANE 3	sensor 1: 1.63	sensor 2: .74
LANE 4	sensor 1: 1.25	sensor 2: 2.71
LANE 5	sensor 1: 1.31	sensor 2: 1.4
LANE 6	sensor 1: 0	sensor 2: 2.48

*Please see accomp. data file:
CDS_I95_6057.xls

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: 12400	sensor 2: 13,500
SB_MIDDLE	(LANE 2)	sensor 1: 13500	sensor 2: 12400
SB_PASS	(LANE 3)	sensor 1: 13794	sensor 2: 13794
NB_PASS	(LANE 4)	sensor 1: 14835	sensor 2: 14835
NB_MIDDLE	(LANE 5)	sensor 1: 13500	sensor 2: 12500
NB_SLOW	(LANE 6)	sensor 1: down	sensor 2: 6600

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y

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

CLASSIFIER TEST SPECIFICS***

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

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

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	FHWA CLASS	
*** FHWA CLASS 8	FHWA CLASS	
	FHWA CLASS	
	FHWA CLASS	

*** PERCENT AUNCLASSIFIED= VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: BRIAN BRITTON	ENTERED OCT 13 2009
CONTACT INFORMATION: M. AFRINA KHANDAKAR (609)530-3508	

Calibration Data(iSINC)
October 26, 2009

I-95, MP 1.2
SHRP ID: 346057
South Bound

Calib. Truck: Static Weight (KIPS): GVW: 60.70
Class 9 Vehicle Front: 9.18

	Lane 1 (SB-S)		Lane 2 (SB-MID)		Lane 3 (SB-P)	
	Sensor #1 (Ch.2)	Sensor #2 (Ch.3)	Sensor #1 (Ch.0)	Sensor #2 (Ch.1)	Sensor #1 (Ch.2)	Sensor #2 (Ch.3)
Old Cal. Factors:	14,695	14,695	13,500	13,500	13,794	13,794
Meas. GVW	68.7	59.9	62.5	67.3	60.9	61.2
	72.1	65.8	60.5	67.0	56.3	65.4
	71.9	63.5	62.5	65.3	55.6	64.0
	73.5	63.4	63.3	66.4	53.2	64.3
	72.5	70.2	61.1	65.3	62.3	64.1
Adj. Cal. Factors:	12,400	13,800	13,500	12,400	13,794	13,794
Meas. GVW	60.4	64.0	63.0	65.0	56.3	65.4
	63.6	66.0	61.7	66.0	55.6	64.0
	65.7	67.9	64.0	61.9	53.2	64.3
Adj. Cal. Factors:	12,400	13,500	13,500	12,400	13,794	13,794
		65.0				
		57.9				
		62.8				
Standard Deviation	2.67	1.95	1.15	2.14	1.63	0.74
Final Cal. Factors:	12,400	13,500	13,500	12,400	13,794	13,794

I-95, MP 1.2
SHRP ID: 346057
North Bound

Calib. Truck: Static Weight (KIPS): GVW: 60.70
Class 9 Vehicle Front: 9.18

	Lane 6 (NB-S)		Lane 5 (NB-MID)		Lane 4 (NB-P)	
	Sensor #1 Sensor Down (Ch.1)	Sensor #2 (Ch.2)	Sensor #1 (Ch.3)	Sensor #2 (Ch.4)	Sensor #1 (Ch.6)	Sensor #2 (Ch.5)
Old Cal. Factors:		8,000	13,500	15,000	14,835	14,835
		76.8	57.9	71.2	58.0	59.8
		72.3	56.2	73.1	54.2	55.1
		70.5	58.3	74.0	59.9	55.1
		74.7	56.9	69.1	62.3	61.6
		70.7	58.5	75.8	60.5	60.7
Adj. Cal. Factors:		13,500	13,500	12,500	14,835	14,835
Meas. GVW		56.3	60.2	62.8	59.9	59.8
		58.4	59.2	64.8	62.3	55.1
		62.1	61.8	65.5	60.5	55.1
		62.0				
		59.1				
Standard Deviation:		2.48	1.31	1.40	1.25	2.71
Final Cal. Factors:		6,600	13,500	12,500	14,835	14,835