

Sheet 12Traffic Data
Collection SiteState Code: 34
SHRP Section ID: 0500
Effective Date: 01/01/01Highway Route Number: I-195 WBMilepost Number: 9.50Location: Upper Freehold Township, 1.7 miles East of Route Co. 539Vehicle Classification Method: FHWA: X Other: _____ #Bins:Type of Classification Equipment: Portable: _____ Permanent: XAVC Equipment Make/Model No: International Road Dynamics' Piezo WIM SystemSensor Type: Each lane has a single upstream loop and two (2) class I piezoelectric wim sensors.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 8, 2000)Comments: *January 2001* – Missing data on January 02,17 due to the system failure.*February 2001* - Missing data on February 05,09,12,22 due to the system failure.Date Prepared: *March 5, 2001*
Name of Preparer: *Christopher I. Zajac*Fax Number: *(609) 530-3514*
Phone Number: *(609) 530 4548*

Sheet 12
Traffic Data
Collection Site

State Code: 34
SHRP Section ID: 0500
Effective Date: 03/01/01

Highway Route Number: I-195 WB

Milepost Number: 9.50

Location: Upper Freehold Township, 1.7 miles East of Route Co. 539

Vehicle Classification Method: FHWA: X Other: _____ #Bins:

Type of Classification Equipment: Portable: _____ Permanent: X

AVC Equipment Make/Model No: International Road Dynamics' Piezo WIM System

Sensor Type: Each lane has a single upstream loop and two (2) class I piezoelectric wim sensors.

Weight Scale Type: Portable WIM: _____ Permanent WIM: X Other:

Equipment Make/Model No: International Road Dynamics' Piezo WIM System

Sensor Type: Same as the above (permanent WIM system)

Method of Calibration: Automatic - daily; Manual - Yearly (last calibrated - April 7, 2001)

Comments: *March 2001* – Missing data on March 29 due to the system failure.

April 2001 - Missing data on April 01-07 due to the system failure

Date Prepared: *May 3, 2001*
Name of Preparer: *Christopher I. Zajac*

Fax Number: *(609) 530-3514*
Phone Number: *(609) 530 4548*

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS COUNT) : *I-195 WB*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

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 [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA *X* OTHER

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

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

TYPE OF AVC EQUIPMENT: PORTABLE PERMANENT *X*

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

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

May 2001 – Missing data on 5/1 & 5/5 due to the system failure.
June 2001 – Missing data on 6/1 due to the system failure.

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-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS COUNT) : *I-195 WB*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

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: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

July 2001 – Missing data on 7/01-7/22 & 7/31 due to the system failure.
 August 2001 – Missing data on 8/03, 8/21 & 8/31 due to the system failure.

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

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS COUNT): *I-195 WB*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

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: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:
 September 2001 – Missing data on 9/04 & 9/20 due to the system failure.
 October 2001 – Missing data on 10/1, 09 & 10/10 due to the system failure.

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

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS COUNT): *I-195 WB*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

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: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

November 2001 – Missing data on 11/9 due to the system failure.
 The weight data has been processed from 11/19 to 11/30.
 The site was calibrated on November 18, 2001.
 December 2001 – Missing data on 12/11, 18 & 12/28 due to the system failure.

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

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 1011_195					
V341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W341011.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
DIR 0500_195					
V340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W340500.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
DIR 1033_202					
V341033.CBB	01/12/01	00:00	01/31/01	24:00	FHWA
C341033.CBB	01/12/01	00:00	01/31/01	24:00	FHWA
DIR 1030_023					
V341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
C341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
W341030.C1B	01/01/01	00:00	01/21/01	24:00	FHWA
DIR 1003_015					
V341003.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
C341003.C1B	01/01/01	00:00	01/31/01	24:00	FHWA
W341003.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 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 1011_195					
V341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
W341011.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
DIR 0500_195					
V340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
W340500.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
DIR 1033_202					
V341033.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
C341033.D1B	02/01/01	00:00	02/28/01	24:00	FHWA
DIR 1030_023					
V341030.DGB	02/17/01	00:00	02/28/01	24:00	FHWA
C341030.DGB	02/17/01	00:00	02/28/01	24:00	FHWA
DIR 1003_015					
V341003.D2B	02/02/01	00:00	02/28/01	24:00	FHWA
C341003.D2B	02/02/01	00:00	02/28/01	24:00	FHWA
W341003.D2B	02/02/01	00:00	02/28/01	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 1011_195					
V341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
C341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
W341011.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
DIR 0500_195					
V340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
C340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
W340500.F8B	04/08/01	00:00	04/30/01	24:00	FHWA
DIR 1033_202					
V341033.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
C341033.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
DIR 1030_023					
V341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
C341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
W341030.FMB	04/22/01	00:00	04/30/01	24:00	FHWA
DIR 1003_015					
V341003.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
C341003.F3B	04/03/01	00:00	04/30/01	24:00	FHWA
W341003.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 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS SESSION) **I-195 EB**

MILEPOST NO. OR LOCATION (THIS SESSION) **MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.**

FILENAME: V340500.G2B
C340500.G2B
W340500.G2B

DISK ID:

BEGINNING DATE : **05-02-2001**

BEGINNING TIME: **00:00**

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

ENDING TIME: **24:00**

COUNT DURATION: 1 ☐ HOURS ☐ DAYS ☒ MONTHS

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

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

SENSOR TYPE: **Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.**

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 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 : 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-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS SESSION) *I-195 EB*

MILEPOST NO. OR LOCATION (THIS SESSION) *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

FILENAME: V340500.H2B
C340500.H2B
W340500.H2B

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 ☒ MONTHS

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

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

SENSOR TYPE: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:
7-card FHWA 13 bin in cols. 18-19
7-card 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 : <i>Christopher Zajac</i>	PHONE: <i>(609) 530-4548</i>
DATE PREPARED: <i>July 10, 2001</i>	

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS SESSION) *I-195 EB*

MILEPOST NO. OR LOCATION (THIS SESSION) *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

FILENAME: V340500.IMB
C340500.IMB
W340500.IMB

DISK ID:

BEGINNING DATE : *07-23-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *07-30-2001*

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: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 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 : <i>Christopher Zajac</i>	PHONE: <i>(609) 530-4548</i>
DATE PREPARED: <i>September 11, 2001</i>	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS SESSION) *I-195 EB*

MILEPOST NO. OR LOCATION (THIS SESSION) *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

FILENAME: V340500.J1B
C340500.J1B
W340500.J1B

DISK ID:

BEGINNING DATE : *08-01-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *08-30-2001*

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: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

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	[1-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS SESSION) ***I-195 EB***

MILEPOST NO. OR LOCATION (THIS SESSION) ***MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.***

FILENAME: V340500.K1B
C340500.K1B
W340500.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: ***Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.***

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 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	[1-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS SESSION) *I-195 EB*

MILEPOST NO. OR LOCATION (THIS SESSION) *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

FILENAME: V340500.L2B
C340500.L2B
W340500.L2B

DISK ID:

BEGINNING DATE : *10-02-2001*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2001*

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: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS:

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

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS SESSION) ***I-195 EB***

MILEPOST NO. OR LOCATION (THIS SESSION) ***MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.***

FILENAME: V340500.M1B
C340500.M1B
W340500.MHB

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: ***Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.***

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 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 twice 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>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	[I-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[0 5 0 0]

HIGHWAY RT. NO. (THIS SESSION) *I-195 EB*

MILEPOST NO. OR LOCATION (THIS SESSION) *MP 9.50; Upper Freehold Township, 1.7 miles East of Route Co. 539.*

FILENAME: V340500.N1B
C340500.N1B
W340500.N1B

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: *Each lane has a single upstream loop and two (2) class I piezoelectric WIM sensors.*

VEHICLE CLASSIFICATION METHOD:

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

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

7-card 6 digit Truck Weight study

W-card *X*

OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

METHOD OF CALIBRATION AND FREQUENCY: *Calibration is field validated on each site twice 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>Christopher Zajac</i>	PHONE: <i>(609) 530-4548</i>
DATE PREPARED: <i>January 15, 2002</i>	

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[1-195]
	*STATE CODE	[34]
	*SHRP SECTION ID	[0500]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04/07/2001]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
 ___ REGULARLY SCHEDULED SITE VISIT
 ___ EQUIPMENT REPLACEMENT
 ___ DATA TRIGGERED SYSTEM REVISION
 ☒ OTHER (SPECIFY) ANNUAL CALIBRATION
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 ___ BARE ROUND PIEZO CERAMIC
 ☒ CHANNELIZED ROUND PIEZO
 ___ CHANNELIZED FLAT PIEZO
 ___ BARE FLAT PIEZO
 ___ LOAD CELLS
 ☒ INDUCTANCE LOOPS
 ___ BENDING PLATES
 ___ QUARTZ PIEZO
 ___ 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 | <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)73.35 (S)73.40 STANDARD DEVIATION 0.07
 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) 56-65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):
 WB_SLOW sensor 1: 0.812 sensor 2: 1.00
 WB_PASS sensor 1: 1.096 sensor 2: 0.828
- 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: CHRIS ZAJAC
 CONTACT INFORMATION: ED DATU (609)530-5379

SCANNED

FEB 06 2009

UT

Similar Site 0900 *

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[1-195]
	*STATE CODE	[34]
	*SHRP SECTION ID	[0500]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 / 07 / 2001]
2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 ✓ REGULARLY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 X 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
 X CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER IRD

TRF-88

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- Y STATIC SCALE (Y/N) X 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 | <u> </u> | <u> </u> |
| 3 | <u> </u> | <u> </u> |
- TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

ENTERED JUN 14 2002

TRF-91

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --- 0.05
DYNAMIC AND STATIC GVW (D)73.35 (S)73.40 STANDARD DEVIATION 0.07
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) 56-65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
WB_SLOW sensor 1: 0.812 sensor 2: 1.00
WB_PASS sensor 1: 1.096 sensor 2: 0.828

- 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
FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES:

ACQUIRED

JUN 05 2002

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

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [1-195] *STATE CODE [34] *SHRP SECTION ID [0500]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/ 18 /2001]
2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 TRF-88 REGULARLY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 X 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
 X 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:
 TRAFFIC STREAM -- Y STATIC SCALE (Y/N) X TEST TRUCKS
- TRF-91 1 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- | | |
|--------------------------------------|-------------------------------|
| | <u> 10 </u> PASSES PER TRUCK |
| | TRUCK TYPE SUSPENSION |
| TYPE PER FHWA 13 BIN SYSTEM | 1 <u> class 9 </u> <u> 2 </u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 _____ |
| 3 - OTHER (DESCRIBE) | 3 _____ |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW (D)62.5 (S)63.64 STANDARD DEVIATION 1.79
 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) 56-65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
 WB_SLOW sensor 1: 1.137 sensor 2: 1.295
 WB_PASS sensor 1: 1.906 sensor 2: 1.064
- 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: CHRIS ZAJAC
 CONTACT INFORMATION: ED DATU (609)530-5379

Similar Site 0400 *

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[1-195]
	*STATE CODE	[34]
	*SHRP SECTION ID	[0500]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/ 18 /2001]
2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 REGULARLY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 X 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
 X 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**

ENTERED JUN 14 2002

- 6.**CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM - Y STATIC SCALE (Y/N) X 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 | <u> </u> | <u> </u> |
| 3 | <u> </u> | <u> </u> |
- 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)62.5 (S)63.64 STANDARD DEVIATION 1.79
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) 56-65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
WB_SLOW sensor 1: 1.137 sensor 2: 1.295
WB_PASS sensor 1: 1.906 sensor 2: 1.064
- 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
FHWA CLASS
FHWA CLASS
*** PERCENT AUNCLASSIFIED= VEHICLES:

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