

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C340500.C11 ✓

DISK ID:

BEGINNING DATE: ***01-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***01-31-2008***

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' 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:

NAME OF PREPARER: ***Brian C. Britton***  
DATE PREPARED: ***March 6, 2008***

PHONE: ***(609)-530-3478***

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: ***C340500.D1I ✓***

DISK ID:

BEGINNING DATE: ***02-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***02-29-2008***

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' 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:

NAME OF PREPARER: ***Brian C. Britton***  
DATE PREPARED: ***April 9, 2008***

PHONE: ***(609)-530-3478***

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C340500.E11 ✓

DISK ID:

BEGINNING DATE: ***03-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***03-31-2008***

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' 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:

NAME OF PREPARER: ***Brian C. Britton***  
DATE PREPARED: ***May 29, 2008***

PHONE: ***(609)-530-3478***

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[1-195]
	*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: NONE

DISK ID:

BEGINNING DATE: ***04-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***04-30-2008***

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' 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: NOT CLASSIFYING DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <b><i>Brian C. Britton</i></b>	PHONE: <b><i>(609)-530-3478</i></b>
DATE PREPARED: <b><i>June 6, 2008</i></b>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: NONE

DISK ID:

BEGINNING DATE: **05-01-2008**

BEGINNING TIME: **00:00**

ENDING DATE: **05-31-2008**

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' 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: NOT CLASSIFYING DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: **Brian C. Britton**  
DATE PREPARED: **June 23, 2008**

PHONE: **(609)-530-3478**

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C340500.H1I ✓

DISK ID:

BEGINNING DATE: ***06-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***06-30-2008***

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' 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: NO DATA ON JUNE 25<sup>TH</sup> DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <b><i>Brian C. Britton</i></b>	PHONE: <b><i>(609)-530-3478</i></b>
DATE PREPARED: <b><i>July 28, 2008</i></b>	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: NONE

DISK ID:

BEGINNING DATE: **07-02-2008**

BEGINNING TIME: **00:00**

ENDING DATE: **07-31-2008**

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' 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: NO DATA DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: **Brian C. Britton**  
DATE PREPARED: **August 21, 2008**

PHONE: **(609)-530-3478**

<b>SHEET 12</b> <b>LTTP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: NONE

DISK ID:

BEGINNING DATE: *08-01-2008*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2008*

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' 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: NO DATA DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: *Brian C. Britton*  
DATE PREPARED: *September 18, 2008*

PHONE: *(609)-530-3478*



<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: NONE

DISK ID:

BEGINNING DATE: ***09-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***09-23-2008***

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' 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: NO DATA DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: ***Brian C. Britton***  
DATE PREPARED: ***October 21, 2008***

PHONE: ***(609)-530-3478***

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

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

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

FILENAME: W340500.C11 ✓  
V340500.C11

DISK ID:

BEGINNING DATE: *01-01-2008*

BEGINNING TIME: *00:00*

ENDING DATE: *01-31-2008*

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  $\pm 5$  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:

NAME OF PREPARER: *Brian C. Britton*  
DATE PREPARED: *March 6, 2008*

PHONE: *(609)-530-3478*

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

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

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

FILENAME: *W340500.D11* ✓  
*V340500.D11*

DISK ID:

BEGINNING DATE: *02-01-2008*

BEGINNING TIME: *00:00*

ENDING DATE: *02-29-2008*

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  $\pm 5$  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:

NAME OF PREPARER: *Brian C. Britton*  
DATE PREPARED: *April 9, 2008*

PHONE: *(609)-530-3478*

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

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

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

FILENAME: W340500.D1I ✓  
V340500.D1I

DISK ID:

BEGINNING DATE: ***02-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***02-29-2008***

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  $\pm 5$  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:

NAME OF PREPARER: ***Brian C. Britton***  
DATE PREPARED: ***May 29, 2008***

PHONE: ***(609)-530-3478***

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

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

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

FILENAME: NONE  
V340500.F1I

DISK ID:

BEGINNING DATE: ***04-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***04-30-2008***

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  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.***

COMMENTS: NO WEIGHT DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b><i>Brian C. Britton</i></b>	PHONE: <b><i>(609)-530-3478</i></b>
DATE PREPARED: <b><i>June 6, 2008</i></b>	

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

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

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

FILENAME: NONE  
V340500.G11

DISK ID:

BEGINNING DATE: ***05-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***05-31-2008***

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  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.***

COMMENTS: NO WEIGHT DUE TO SYSTEM PROBLEM. NO DATA MAY 20.

NAME OF PREPARER: ***Brian C. Britton***  
DATE PREPARED: ***June 23, 2008***

PHONE: ***(609)-530-3478***

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

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

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

FILENAME: W340500.H11 ✓  
V340500.H11

DISK ID:

BEGINNING DATE: ***06-01-2008***

BEGINNING TIME: ***00:00***

ENDING DATE: ***06-30-2008***

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  $\pm 5$  percent of the gross test vehicle weight is achieved. The initial run consists of about 10 or more passes of the calibration vehicles and the weights recorded are averaged using only the consistently measured GVW. Another 10 or more passes are then made after inputting the new changes to confirm the calibration tolerances. The process is repeated until the required tolerance is satisfied.***

COMMENTS: NO DATA JUNE 25<sup>TH</sup> DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: ***Brian C. Britton***  
DATE PREPARED: ***July 28, 2008***

PHONE: ***(609)-530-3478***

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

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

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

FILENAME: NONE  
V340500.I21

DISK ID:

BEGINNING DATE: *07-02-2008*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2008*

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  $\pm 5$  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: VOLUME ONLY DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Brian C. Britton*  
DATE PREPARED: *August 21, 2008*

PHONE: *(609)-530-3478*



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

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

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

FILENAME: NONE  
V340500.J11

DISK ID:

BEGINNING DATE: *08-01-2008*

BEGINNING TIME: *00:00*

ENDING DATE: *08-31-2008*

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  $\pm 5$  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: VOLUME ONLY DUE TO SYSTEM PROBLEM. NO DATA ON AUGUST 30 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: *Brian C. Britton*  
DATE PREPARED: *September 18, 2008*

PHONE: *(609)-530-3478*

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

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

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

FILENAME: NONE  
V340500.K11

DISK ID:

BEGINNING DATE: *09-01-2008*

BEGINNING TIME: *00:00*

ENDING DATE: *09-23-2008*

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  $\pm 5$  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: VOLUME ONLY DUE TO SYSTEM PROBLEM. NO DATA SEPTEMBER 24 TH TO 30TH DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: *Brian C. Britton*  
DATE PREPARED: *October 21, 2008*

PHONE: *(609)-530-3478*