

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 1 1]

+340900

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

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

FILENAME: C341011.E10 ✓

DISK ID:

BEGINNING DATE: *03-01-2014*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2014*

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 two (2) loops and 5.74 feet of KISTLER QUARTZ WIM sensor at the left side and 5.74 feet of KISTLER QUARTZ WIM sensor at the right side .*

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS: NO CLASS DATA ON MARCH 3, 17 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>April 14, 2014</i>	

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

+340900

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: W341011.E10 ✓
V341011.E10

DISK ID:

BEGINNING DATE: *03-01-2014*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2014*

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 5.74 feet of KISTLER QUARTZ WIM sensor at the left side and 5.74 feet of KISTLER QUARTZ WIM sensor at the right side.*

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 WEIGHT OR VOLUME DATA ON MARCH 3, 17 DUE TO SYSTEM PROBLEM.

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DATE PREPARED: <i>April 14, 2014</i>	