

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

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.C1F

DISK ID:

BEGINNING DATE: ***01-01-2005***

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

ENDING DATE: ***01-31-2005***

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 4, 2005***

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

Similar 340500(W) 340900(E) 341011(E)

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

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.D1F

DISK ID:

BEGINNING DATE: **02-01-2005**

BEGINNING TIME: **00:00**

ENDING DATE: **02-28-2005**

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 5, 2005**

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

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

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.E1F

DISK ID:

BEGINNING DATE: ***03-01-2005***

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

ENDING DATE: ***03-31-2005***

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: <i>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>April 28, 2005</i>	

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

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.F1F

DISK ID:

BEGINNING DATE: ***04-01-2005***

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

ENDING DATE: ***04-30-2005***

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: <i>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>May 17, 2005</i>	

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

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.G1F

DISK ID:

BEGINNING DATE: ***05-01-2005***

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

ENDING DATE: ***05-11-2005***

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: <i>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>July 12, 2005</i>	

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

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.H5F

DISK ID:

BEGINNING DATE: ***06-05-2005***

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

ENDING DATE: ***06-30-2005***

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: <i>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>August 3, 2005</i>	

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

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.I2F

DISK ID:

BEGINNING DATE: ***07-02-2005***

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

ENDING DATE: ***07-30-2005***

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 JULY 1,17,18,29 AND 31 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: <i>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>August 29, 2005</i>	

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

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.J1F

DISK ID:

BEGINNING DATE: ***08-01-2005***

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

ENDING DATE: ***08-31-2005***

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: <i>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>October 4, 2005</i>	

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

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.K1F

DISK ID:

BEGINNING DATE: ***09-01-2005***

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

ENDING DATE: ***09-14-2005***

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: **DAYS 15 – 30 NOT INCLUDED DUE TO SYSTEM FAILURE.**

NAME OF PREPARER: <i>Teresa A. Goslin</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>October 31, 2005</i>	

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

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.L1F

DISK ID:

BEGINNING DATE: ***10-01-2005***

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

ENDING DATE: ***10-31-2005***

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: <i>Teresa A. Goslin</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>December 6, 2005</i>	

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

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.M1F

DISK ID:

BEGINNING DATE: *11-01-2005*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2005*

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 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>Teresa A. Goslin</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>January 9, 2006</i>	

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

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, Monmouth County***

FILENAME: C341011.N1F

DISK ID:

BEGINNING DATE: ***12-01-2005***

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

ENDING DATE: ***12-31-2005***

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 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: ***Teresa A. Goslin***
DATE PREPARED: ***January 31, 2006***

PHONE: ***(609)-530-3508***

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

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.C1F
V341011.C1F

DISK ID:

BEGINNING DATE: ***01-01-2005***

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

ENDING DATE: ***01-31-2005***

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: ***Brian C. Britton***
DATE PREPARED: ***March 4, 2005***

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

Similar 340500(W) 340900(E) 341011(E)

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

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.D1F
V341011.D1F

DISK ID:

BEGINNING DATE: **02-01-2005**

BEGINNING TIME: **00:00**

ENDING DATE: **02-28-2005**

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: **Brian C. Britton**
DATE PREPARED: **April 5, 2005**

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

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

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.E1F
V341011.E1F

DISK ID:

BEGINNING DATE: ***03-01-2005***

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

ENDING DATE: ***03-31-2005***

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: ***Brian C. Britton***
DATE PREPARED: ***April 28, 2005***

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

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]

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.F1F
V341011.F1F

DISK ID:

BEGINNING DATE: ***04-01-2005***

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

ENDING DATE: ***04-30-2005***

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: ***Brian C. Britton***
DATE PREPARED: ***May 17, 2005***

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

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]

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.G1F
V341011.G1F

DISK ID:

BEGINNING DATE: ***05-01-2005***

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

ENDING DATE: ***05-11-2005***

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: NO DATA ON MAY 12-31 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: ***Brian C. Britton***
DATE PREPARED: ***July 12, 2005***

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

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

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.H5F
V341011.H5F

DISK ID:

BEGINNING DATE: ***06-05-2005***

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

ENDING DATE: ***06-30-2005***

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: NO DATA ON JUNE 1-4, DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: ***Brian C. Britton***
DATE PREPARED: ***August 3, 2005***

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

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

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.I2F
V341011.I2F

DISK ID:

BEGINNING DATE: ***07-02-2005***

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

ENDING DATE: ***07-30-2005***

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/LTTP, 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 JULY 1,17,18,29 AND 31 DUE TO SYSTEM PROBLEMS.

NAME OF PREPARER: ***Brian C. Britton***
DATE PREPARED: ***August 29, 2005***

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

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]

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.J1F
V341011.J1F

DISK ID:

BEGINNING DATE: ***08-01-2005***

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

ENDING DATE: ***08-31-2005***

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>Brian C. Britton</i>	PHONE: <i>(609)-530-3478</i>
DATE PREPARED: <i>October 4, 2005</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]

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.K1F
V341011.K1F

DISK ID:

BEGINNING DATE: ***09-01-2005***

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

ENDING DATE: ***09-14-2005***

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: DAYS 15-30 NOT INCLUDED DUE TO SYSTEM FAILURE.

NAME OF PREPARER: <i>Teresa A. Goslin</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>October 31, 2005</i>	

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

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.L1F
V341011.L1F

DISK ID:

BEGINNING DATE: ***10-01-2005***

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

ENDING DATE: ***10-31-2005***

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>Teresa A. Goslin</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>December 6, 2005</i>	

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

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.M1F
V341011.M1F

DISK ID:

BEGINNING DATE: ***11-01-2005***

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

ENDING DATE: ***11-30-2005***

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 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>Teresa A. Goslin</i>	PHONE: <i>(609)-530-3508</i>
DATE PREPARED: <i>January 9, 2006</i>	

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

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, Monmouth County.***

FILENAME: W341011.N1F
V341011.N1F

DISK ID:

BEGINNING DATE: ***12-01-2005***

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

ENDING DATE: ***12-30-2005***

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 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: ***Teresa A. Goslin***
DATE PREPARED: ***January 31, 2006***

PHONE: ***(609)-530-3508***

<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[34]
	*SHRP SECTION ID	[1011]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06/ 04/2005]
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**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- Y STATIC SCALE (Y/N) X TEST TRUCKS
- X 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 ---
 STATIC GVW: (S) 46.38
 STANDARD DEVIATION BY LANE: Lane 1 Sensor 1: 1.34
 *Please see accomp. data file: Lane 1 Sensor 2: 0.57
 CDS_195E_1011.xls Lane 2 Sensor 1: 3.81
 Land 2 Sensor 2: 3.81

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 64-65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
 EB_SLOW (Lane 1) Sensor 1: 0.589 Sensor 2: 0.411
 EB_PASS (Lane 2) Sensor 1: 0.810 Sensor 2: 0.711

- 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: _____ . _____

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FEB

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PERSON LEADING CALIBRATION EFFORT: BRIAN BRITTON
 CONTACT INFORMATION: BRIAN BRITON (609)530-3478

<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[I-195]
	*STATE CODE	[34]
	*SHRP SECTION ID	[1011]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06/ 04/2005]
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
 ✓ 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
 X NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED

TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)

<u> 10 </u> PASSES PER TRUCK		
TRUCK	TYPE	SUSPENSION
1	<u> Class 9 </u>	<u> 2 </u>
2	<u> </u>	<u> </u>
3	<u> </u>	<u> </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 STATIC GVW: (S) 46.38
 STANDARD DEVIATION BY LANE: Lane 1 Sensor 1: 1.34
 *Please see accomp. data file: Lane 1 Sensor 2: 0.57
 CDS_195E_1011.xls Lane 2 Sensor 1: 3.81
 Land 2 Sensor 2: 3.81

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 64-65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):
 EB_SLOW (Lane 1) Sensor 1: 0.589 Sensor 2: 0.411
 EB_PASS (Lane 2) Sensor 1: 0.810 Sensor 2: 0.711

- 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 CONTACT INFORMATION: BRIAN BRITON (609)530-3478

SCANNED
FEB 11 2009