

<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	[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.CAN ✓

DISK ID:

BEGINNING DATE: ***01-11-2013***

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

ENDING DATE: ***01-31-2013***

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 JANUARY 1-10 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>February 13, 2013</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	[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.D1N

DISK ID:

BEGINNING DATE: *02-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *02-28-2013*

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 FEBRUARY 8-9 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>March 27, 2013</i>	

<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	[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.E1N ✓

DISK ID:

BEGINNING DATE: ***03-01-2013***

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

ENDING DATE: ***03-31-2013***

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 25 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>April 23, 2013</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	[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.FIN ✓

DISK ID:

BEGINNING DATE: ***04-01-2013***

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

ENDING DATE: ***04-30-2013***

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:

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>May 29, 2013</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	[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.G1N ✓

DISK ID:

BEGINNING DATE: ***05-01-2013***

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

ENDING DATE: ***05-31-2013***

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:

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>July 3, 2013</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	[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.H1N ✓

DISK ID:

BEGINNING DATE: ***06-01-2013***

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

ENDING DATE: ***06-30-2013***

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:

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>July 11, 2013</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	[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.IIN ✓

DISK ID:

BEGINNING DATE: ***07-01-2013***

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

ENDING DATE: ***07-31-2013***

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 JULY 28 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>August 13, 2013</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	[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.J1N ✓

DISK ID:

BEGINNING DATE: ***08-01-2013***

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

ENDING DATE: ***08-31-2013***

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:

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>September 19, 2013</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	[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.K1N ✓

DISK ID:

BEGINNING DATE: ***09-01-2013***

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

ENDING DATE: ***09-30-2013***

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:

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>October 28, 2013</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	[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.L1N ✓

DISK ID:

BEGINNING DATE: *10-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *10-31-2013*

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:

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>November 19, 2013</i>	

<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	[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.M1N

DISK ID:

BEGINNING DATE: *11-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2013*

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:

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>January 3, 2014</i>	

<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	[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.N1N ✓

DISK ID:

BEGINNING DATE: *12-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2013*

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 DECEMBER 10 DUE TO SYSTEM PROBLEM.*

NAME OF PREPARER: <i>Eric M. Oberle</i>	PHONE: <i>(609)-530-2667</i>
DATE PREPARED: <i>January 15, 2014</i>	

<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	[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.CAN ✓  
V341011.CAN

DISK ID:

BEGINNING DATE: ***01-11-2013***

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

ENDING DATE: ***01-31-2013***

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 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  $\pm 5$  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 OR VOLUME DATA ON JANUARY 1-10 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>February 13, 2013</i></b>	

<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	[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.D1N  
V341011.D1N

DISK ID:

BEGINNING DATE: **02-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **02-28-2013**

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 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  $\pm 5$  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 OR VOLUME DATA ON FEBRUARY 8-9 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>March 27, 2013</b>	

<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	[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.E1N ✓  
V341011.E1N

DISK ID:

BEGINNING DATE: ***03-01-2013***

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

ENDING DATE: ***03-31-2013***

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 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  $\pm 5$  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 OR VOLUME DATA ON MARCH 25 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>April 23, 2013</i></b>	

<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	[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.FIN  
V341011.FIN

DISK ID:

BEGINNING DATE: ***04-01-2013***

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

ENDING DATE: ***04-30-2013***

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 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  $\pm 5$  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: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>May 29, 2013</i></b>	



<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	[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.GIN ✓  
V341011.GIN

DISK ID:

BEGINNING DATE: **05-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **05-31-2013**

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 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  $\pm 5$  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: **Eric M. Oberle**  
DATE PREPARED: **July 3, 2013**

PHONE: **(609)-530-2667**

<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	[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.H1N ✓  
V341011.H1N

DISK ID:

BEGINNING DATE: *06-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *06-30-2013*

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  $\pm 5$  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: *Eric M. Oberle*  
DATE PREPARED: *July 11, 2013*

PHONE: *(609)-530-2667*

<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	[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.IIN ✓  
V341011.IIN

DISK ID:

BEGINNING DATE: *07-01-2013*

BEGINNING TIME: *00:00*

ENDING DATE: *07-31-2013*

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  $\pm 5$  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 OR VOLUME DATA ON JULY 28 DUE TO SYSTEM PROBLEM.

NAME OF PREPARER: *Eric M. Oberle*  
DATE PREPARED: *August 13, 2013*

PHONE: *(609)-530-2667*

<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	[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.J1N ✓  
V341011.J1N

DISK ID:

BEGINNING DATE: ***08-01-2013***

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

ENDING DATE: ***08-31-2013***

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 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  $\pm 5$  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: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>September 19, 2013</i></b>	

<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	[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.K1N ✓  
V341011.K1N

DISK ID:

BEGINNING DATE: **09-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **09-30-2013**

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 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  $\pm 5$  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: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>October 28, 2013</b>	

<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	[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.L1N ✓  
V341011.L1N

DISK ID:

BEGINNING DATE: ***10-01-2013***

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

ENDING DATE: ***10-31-2013***

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 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  $\pm 5$  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: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>November 19, 2013</i></b>	

<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	[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.M1N  
V341011.M1N

DISK ID:

BEGINNING DATE: **11-01-2013**

BEGINNING TIME: **00:00**

ENDING DATE: **11-30-2013**

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 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  $\pm 5$  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: <b>Eric M. Oberle</b>	PHONE: <b>(609)-530-2667</b>
DATE PREPARED: <b>January 3, 2014</b>	

<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	[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.N1N ✓  
V341011.N1N

DISK ID:

BEGINNING DATE: ***12-01-2013***

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

ENDING DATE: ***12-31-2013***

ENDING TIME: ***24:00***

COUNT DURATION: 1                      ☐ HOURS                      ☐ DAYS                      ☒ 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 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  $\pm 5$  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 OR VOLUME DATA ON DECEMBER 10 DUE TO SYSTEM PROBLEM.***

NAME OF PREPARER: <b><i>Eric M. Oberle</i></b>	PHONE: <b><i>(609)-530-2667</i></b>
DATE PREPARED: <b><i>January 15, 2014</i></b>	



<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ I-195 ] *STATE CODE [ 34 ] *SHRP SECTION ID [ 1011 ]
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SITE CALIBRATION INFORMATION

2 340900

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 01 / 10 / 2013 ]
2. \* TYPE OF EQUIPMENT CALIBRATED   X   WIM        CLASSIFIER        BOTH
3. \* REASON FOR CALIBRATION
 

<u>      </u> REGULARLY SCHEDULED SITE VISIT	<u>      </u> RESEARCH
<u>      </u> EQUIPMENT REPLACEMENT	<u>      </u> TRAINING
<u>      </u> DATA TRIGGERED SYSTEM REVISION	<u>      </u> NEW EQUIPMENT INSTALLATION
<u>      </u> LTPP VALIDATION	<u>      </u> LTPP ASSESSMENT
<u>  X  </u> OTHER (SPECIFY) <u>SEMI-ANNUAL CALIBRATION</u>	
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 

<u>      </u> BARE ROUND PIEZO CERAMIC	<u>      </u> BARE FLAT PIEZO	<u>      </u> BENDING PLATES
<u>      </u> CHANNELIZED ROUND PIEZO	<u>      </u> LOAD CELLS	<u>      </u> QUARTZ PIEZO
<u>      </u> CHANNELIZED FLAT PIEZO	<u>  X  </u> INDUCTANCE LOOPS	<u>      </u> CAPACITANCE PADS
<u>  X  </u> OTHER (SPECIFY) <u>KISTLER QUARTZ</u>		
5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\*CALIBRATION TECHNIQUE USED:

PROTOCOL: a. SOURCE   34  

b. BASIC METHOD   I  

  1   NUMBER OF TRUCKS COMPARED

  1   NUMBER OF TEST TRUCKS USED

  5   PASSES PER TRUCK

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

TRUCK	TYPE	SUSPENSION
1	<u>CLASS 9</u>	<u>  1  </u>
2	<u>      </u>	<u>      </u>
3	<u>      </u>	<u>      </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

**LANE 3 (EB\_Pass)**

DYNAMIC AND STATIC GVW	<u>-0.5</u>	STANDARD DEVIATION	<u>2.4</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>3.7</u>	STANDARD DEVIATION	<u>3.8</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.2</u>	STANDARD DEVIATION	<u>3.9</u>

**LANE 4 (EB\_Slow)**

DYNAMIC AND STATIC GVW	<u>-1.2</u>	STANDARD DEVIATION	<u>3.3</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>2.5</u>	STANDARD DEVIATION	<u>4.1</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.9</u>	STANDARD DEVIATION	<u>2.3</u>

8.   1   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)        60-65

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  
EB\_Pass (Lane 3) sensor 1: 4143 sensor 2: 3841  
EB\_Slow (Lane 4) sensor 1: 3385 sensor 2: 2879

- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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:

*** TMG CLASS 9	_____	TMG CLASS	_____
TMG CLASS	_____	TMG CLASS	_____
TMG CLASS	_____	TMG CLASS	_____

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_ . \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: <u>DEAN WOLF, APPLIED RESEARCH ASSOCIATES (ARA)</u> CONTACT INFORMATION: <u>ERIC OBERLE (609) 530-2667</u>
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**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ I-195 ]  
 \*STATE CODE [ 34 ]  
 \*SHRP SECTION ID [ 1011 ]

+  
 340900

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 12/02/ 2013 ]
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  
       LTPP VALIDATION        LTPP ASSESSMENT  
  X   OTHER (SPECIFY) SEMI-ANNUAL CALIBRATION
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
       BARE ROUND PIEZO CERAMIC        BARE FLAT PIEZO        BENDING PLATES  
       CHANNELIZED ROUND PIEZO        LOAD CELLS        QUARTZ PIEZO  
       CHANNELIZED FLAT PIEZO   X   INDUCTANCE LOOPS        CAPACITANCE PADS  
  X   OTHER (SPECIFY) KISTLER QUARTZ
5. EQUIPMENT MANUFACTURER IRD

101W2

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\*CALIBRATION TECHNIQUE USED:

PROTOCOL: a. SOURCE 34

b. BASIC METHOD T

  1   NUMBER OF TRUCKS COMPARED

  1   NUMBER OF TEST TRUCKS USED

  5   PASSES PER TRUCK

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

TRUCK	TYPE	SUSPENSION
1	<u>CLASS 9</u>	<u>  1  </u>
2	<u>      </u>	<u>      </u>
3	<u>      </u>	<u>      </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

**LANE 3 (EB\_Pass)**

DYNAMIC AND STATIC GVW	<u>-1.9</u>	STANDARD DEVIATION	<u>4.7</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-6.7</u>	STANDARD DEVIATION	<u>9.4</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.1</u>	STANDARD DEVIATION	<u>4.7</u>

**LANE 4 (EB\_Slow)**

DYNAMIC AND STATIC GVW	<u>-2.0</u>	STANDARD DEVIATION	<u>4.2</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-2.7</u>	STANDARD DEVIATION	<u>5.7</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.6</u>	STANDARD DEVIATION	<u>5.8</u>

8.   1   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)        60-65       

ENTERED  
 10/FEB/2014  
 C.O.

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  
EB\_Pass (Lane 3) sensor 1: 4143 sensor 2: 3841  
→ EB\_Slow (Lane 4) sensor 1: 3385 sensor 2: 2879

11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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:  
\*\*\* TMG CLASS 9                             TMG CLASS                              
TMG CLASS                             TMG CLASS                              
TMG CLASS                             TMG CLASS                            

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:               .       

PERSON LEADING CALIBRATION EFFORT: <u>CHRIS MEDINA, DIGITAL TRAFFIC SYSTEMS (DTS)</u> CONTACT INFORMATION: <u>ERIC OBERLE (609) 530-2667</u>
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