

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT) : *US-202*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME :

DISK ID :

BEGINNING DATE: *02-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *02-28-2003*

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.*

Sensor status: Lane 3 both piezos are down.

Lane 1 piezo # 2 is down.

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: *Zoltan Zeisky*
DATE PREPARED: *April 14, 2003*

PHONE: *(609)-530-2992*

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT) : *US-202*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 4.10, East Amwell Township, 1 mile
South of Route NJ - 179*

FILENAME :

DISK ID :

BEGINNING DATE: *03-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2003*

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.*
Sensor status: Lane 3 both piezos are down.
Lane 1 piezo # 2 is down.

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>Zoltan Zeisky</i>	PHONE: <i>(609)-530-2992</i>
DATE PREPARED: <i>April 16, 2003</i>	

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT): **US-202**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 4.10, East Amwell Township, 1 mile
South of Route NJ - 179**

FILENAME :

DISK ID :

BEGINNING DATE: **04-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **04-30-2003**

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.**
Sensor status: Lane 3 both piezos are down.
Lane 1 piezo # 2 is down.

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY
CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: **Zoltan Zeisky**
DATE PREPARED: **May 15, 2003**

PHONE: **(609)-530-2992**

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT): *US-202*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME :

DISK ID :

BEGINNING DATE: *05-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *05-31-2003*

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.

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

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Sensor status: Lane 3 both piezos are down.
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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>Zoltan Zeisky</i>	PHONE: <i>(609) 530-2992</i>
DATE PREPARED: <i>June 23, 2003</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT) : **US-202**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 4.10, East Amwell Township, 1 mile
South of Route NJ - 179**

FILENAME :

DISK ID :

BEGINNING DATE: **06-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **06-30-2003**

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.**

Sensor status: Lane 3 both piezos are down.

Lane 1 piezo # 2 is down.

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY
CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609) 530-2992
DATE PREPARED: September 2, 2003	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT) : **US-202**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME :

DISK ID :

BEGINNING DATE: **07-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **07-31-2003**

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.**

Sensor status: Lane 1 piezo # 2 is down
Lane 2 and 3 both piezos are down.
Lane 4 piezo #2 is down

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609) 530-2992
DATE PREPARED: September 2, 2003	

SHEET 12 LTTP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT) : **US-202**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME :

DISK ID :

BEGINNING DATE: **08-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **08-31-2003**

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.

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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.**

Sensor status: Lane 1 piezo # 2 is down
Lane 2 and 3 both piezos are down.
Lane 4 piezo #2 is down

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609) 530-2992
DATE PREPARED: November 4, 2003	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT) : **US-202**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 4.10, East Amwell Township, 1 mile
South of Route NJ - 179**

FILENAME :

DISK ID :

BEGINNING DATE: **09-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **09-30-2003**

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
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TYPE OF AVC EQUIPMENT:

PORTABLE

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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.**

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Lane 2 and 3 both piezos are down.
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ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY
CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: **Zoltan Zeisky**
DATE PREPARED: **October 3, 2003**

PHONE: **(609) 530-2992**

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT): **US-202**

MILEPOST NO. OR LOCATION (THIS COUNT): **MP 4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME :

DISK ID :

BEGINNING DATE: **10-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **10-31-2003**

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.**

Sensor status: Lane 1 piezo # 2 is down
Lane 2 and 3 both piezos are down.
Lane 4 piezo #2 is down

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

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

COMMENTS:

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609) 530-2992
DATE PREPARED: November 12, 2003	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT): *US-202*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME :

DISK ID :

BEGINNING DATE: *11-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2003*

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.*

Sensor status: *Lane 1 piezo # 2 is down*
Lane 2 and 3 both piezos are down.
Lane 4 piezo #2 is down

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>Zoltan Zeisky</i>	PHONE: <i>(609) 530-2992</i>
DATE PREPARED: <i>December 9, 2003</i>	

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS COUNT) : *US-202*

MILEPOST NO. OR LOCATION (THIS COUNT): *MP 4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME :

DISK ID :

BEGINNING DATE: *12-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2003*

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.*

Sensor status: Lane 1 piezo # 2 is down

Lane 2 and 3 both piezos are down.

Lane 4 piezo #2 is down

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>Zoltan Zeisky</i>	PHONE: <i>(609) 530-2992</i>
DATE PREPARED: <i>January 16, 2004</i>	

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): *US-202*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME: V341033.D1D
C341033. D1D
W341033. D1D

DISK ID:

BEGINNING DATE: *02-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *02-28-2003*

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: Missing data on 02/17 and 18 due to the system failure
NB Passing and SB Passing lanes do not weigh vehicles.

NAME OF PREPARER: *Zoltan Zeisky*
DATE PREPARED: *April 14, 2003*

PHONE: *(609)-530-2992*

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-
	202]	
	*STATE CODE	[3
	4]	
	*SHRP SECTION ID	[1 0 3 3

]

HIGHWAY RT. NO. (THIS SESSION): *US-202*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME: V341033.E1D
C341033. E1D
W341033. E1D

DISK ID:

BEGINNING DATE: *03-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *03-31-2003*

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 INTO 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 ~~60~~ 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: *NB Passing and SB Passing lanes do not weigh vehicles.*

NAME OF PREPARER: <i>Zoltan Zeisky</i>	PHONE: <i>(609)-530-2992</i>
DATE PREPARED: <i>April 16, 2003</i>	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): *US-202*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME: V341033.F1D
C341033. F1D
W341033. F1D

DISK ID:

BEGINNING DATE: *04-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *04-30-2003*

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 1 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

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COMMENTS: NB Passing and SB Passing lanes do not weigh vehicles.
System was down between 4/6 thru 4/22.. no data.

NAME OF PREPARER: *Zoltan Zeisky*
DATE PREPARED: *May 15, 2003*

PHONE: *(609)-530-2992*

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): **US-202**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME: V341033.G1D
C341033.G1D
W341033.G1D

DISK ID:

BEGINNING DATE: **05-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **05-31-2003**

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: NB Passing and SB Passing lanes do not weigh vehicles.
System was down May 29.. no data.

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609)-530-2992
DATE PREPARED: June 23, 2003	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): **US-202**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME: V341033.H1D
C341033.H1D
W341033.H1D

DISK ID:

BEGINNING DATE: **06-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **06-30-2003**

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: NB Passing and SB Passing lanes do not weigh vehicles.
System was down June2.. no data. System calibration on June 7.

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609)-530-2992
DATE PREPARED: September 2, 2003	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): **US-202**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME: V341033.I1D
C341033.I1D
W341033.I1D

DISK ID:

BEGINNING DATE: **07-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **07-31-2003**

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: NB Passing and SB Passing lanes do not weigh vehicles.
No data on July 29 due system problems.

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609)-530-2992
DATE PREPARED: September 2, 2003	

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): **US-202**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME: V341033.J1D
C341033.J1D
W341033.J1D

DISK ID:

BEGINNING DATE: **08-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **08-31-2003**

ENDING TIME: **24:00**

COUNT DURATION: 1 [] HOURS [] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM **X** OTHER

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23
W-card **X** OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: NB Passing and SB Passing lanes do not weigh vehicles.
No data on August 11 due system problems.

NAME OF PREPARER: **Zoltan Zeisky**
DATE PREPARED: **November 4, 2003**

PHONE: **(609)-530-2992**

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): **US-202**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME: V341033.K1D
C341033.K1D
W341033.K1D

DISK ID:

BEGINNING DATE: **09-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **09-30-2003**

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: NB Passing and SB Passing lanes do not weigh vehicles.

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609)-530-2992
DATE PREPARED: October 3, 2003	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): **US-202**

MILEPOST NO. OR LOCATION (THIS SESSION): **MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179**

FILENAME: V341033.L1D
C341033.L1D
W341033.L1D

DISK ID:

BEGINNING DATE: **10-01-2003**

BEGINNING TIME: **00:00**

ENDING DATE: **10-31-2003**

ENDING TIME: **24:00**

COUNT DURATION: 1 [] HOURS [] DAYS [X] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM **X** OTHER

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

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

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19
7-card 6 digit Truck Weight study

7-card FHWA 13 bin in cols. 22-23
W-card **X** OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:

NO. OF BINS

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

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

COMMENTS: NB Passing and SB Passing lanes do not weigh vehicles.

NAME OF PREPARER: Zoltan Zeisky	PHONE: (609)-530-2992
DATE PREPARED: November 12, 2003	

SHEET 13 LTTP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): *US-202*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME: V341033.M1D
C341033.M1D
W341033.M1D

DISK ID:

BEGINNING DATE: *11-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *11-30-2003*

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: *NB Passing and SB Passing lanes do not weigh vehicles.
No data on November 5 and 18 due to system problems.*

NAME OF PREPARER: <i>Zoltan Zeisky</i>	PHONE: <i>(609)-530-2992</i>
DATE PREPARED: <i>December 9, 2003</i>	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[US-202]
	*STATE CODE	[3 4]
	*SHRP SECTION ID	[1 0 3 3]

HIGHWAY RT. NO. (THIS SESSION): *US-202*

MILEPOST NO. OR LOCATION (THIS SESSION): *MP.4.10, East Amwell Township, 1 mile South of Route NJ - 179*

FILENAME: V341033.N1D
C341033.N1D
W341033.N1D

DISK ID:

BEGINNING DATE: *12-01-2003*

BEGINNING TIME: *00:00*

ENDING DATE: *12-31-2003*

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: NB Passing and SB Passing lanes do not weigh vehicles.
No data on December 3 and 31 due to system problems.

NAME OF PREPARER: <i>Zoltan Zeisky</i>	PHONE: <i>(609)-530-2992</i>
DATE PREPARED: <i>January 16, 2004</i>	

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [NJ-202] *STATE CODE [34] *SHRP SECTION ID [1033]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06/07/2003]
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

TYPE PER FHWA 13 BIN SYSTEM

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

SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --- -0.3 1.4
STATIC GVW: (S) 62.88
STANDARD DEVIATION BY LANE:
*Please see accomp. data file:
 CDS_202_1033.xls
- | | |
|-----------------------|-----------------------|
| Lane 1 Sensor 1: 0.86 | Lane 3 Sensor 1: Down |
| Lane 1 Sensor 2: Down | Lane 3 Sensor 2: Down |
| Lane 2 Sensor 1: Down | Lane 4 Sensor 1: 2.11 |
| Lane 2 Sensor 2: Down | Lane 4 Sensor 2: Down |
- Need to Verify

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 54-55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) :
SB_SLOW (Lane 1) Sensor 1: 0.530 Sensor 2: Down
SB_PASS (Lane 2) Sensor 1: Down Sensor 2: Down
NB_PASS (Lane 3) Sensor 1: Down Sensor 2: Down
NB_SLOW (Lane 4) Sensor 1: 0.856 Sensor 2: Down

- 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 \cong VEHICLES:

PERSON LEADING CALIBRATION EFFORT: CHRIS ZAJAC
CONTACT INFORMATION: ZOLTAN G. ZEISKY (609) 530-2992