

Sheet 12		LTPP Traffic Data				Classification Data Transmittal Form										
State Assigned ID		State Code	SHRP Section ID	Highway Route No.	Milepost	Location			OHIO Station #	Name of Preparer		Date Prepared		Phone Number		
721		39	100/200	DEL 23	17.48	2 miles S. of SR 229			721	Lindsey Pflum		4/30/2010		614-752-4057		
Filename	Ext	Disk ID	Beginning Date	Ending Date	Count Duration	Vehicle Class Method	Name of Agency Class Scheme	No of Bins	Type of AVC Equipment	Equipment Manufacturer	Sensor Type	Adjustment Factors for Est. Average Annual Volumes by Classification		General Factors	Class Specific Factors (Provide by Class of Class Groups)	Comments
C390200. C1K		2010	1/1/2010	1/31/2010	days	FHWA	ODOT scheme "F"	13	Permanent	Mettler-Toledo	Loadcell / piezo	none		none	none	none
C390200. D1K		2010	2/1/2010	2/28/2010	days	FHWA	ODOT scheme "F"	13	Permanent	Mettler-Toledo	Loadcell / piezo	none		none	none	none
C390200. E1K		2010	3/1/2010	3/31/2010	days	FHWA	ODOT scheme "F"	13	Permanent	Mettler-Toledo	Loadcell / piezo	none		none	none	none

Sheet 13		LTPP Traffic Data			Vehicle Weight Data Transmittal Form									
State Assigned ID		State Code	SHRP Section ID	Highway Route No.	Milepost	Location		OHIO Station #		Name of Preparer	Date Prepared		Phone Number	
721		39	100/200	DEL 23	17.48	2 miles S. of SR 229		721		Lindsey Pflum	4/30/2010		614-752-4057	
Filename	Ext	Disk ID	Beginning Date	Ending Date	Count Duration	Weight Scale Type	Equipment Manufacturer	Sensor Type	Vehicle Class. Method	Name of Agency Class. Scheme	Number of Bins	Method of Calibration and Frequency		Comments
✓W390200. C1K		2010	1/1/2010	1/31/2010	days	perm WIM	Mettler-Toledo	loadcell	W-card	Scheme F	13	ODOT test truck		none
✓W390200. D1K		2010	2/1/2010	2/28/2010	days	perm WIM	Mettler-Toledo	loadcell	W-card	Scheme F	13	ODOT test truck		none
✓W390200. E1K		2010	3/1/2010	3/31/2010	days	perm WIM	Mettler-Toledo	loadcell	W-card	ODOT scheme "F"	13	ODOT test truck		none

Sheet 12

6700

LTPP Traffic Data

Classification Data Transmittal Form

State Assigned ID	State Code	SHRP Section ID	Highway Route No.	Milepost	Location		OHIO Station #	Name of Preparer	Date Prepared	Phone Number					
721	39	100/200	DEL 23	17.48	2 miles S. of SR 229		721	Lindsey Pflum	1/0/1900	614-752-4057					
Filename	Ext	Disk ID	Beginning Date	Ending Date	Count Duration	Vehicle Class Method	Name of Agency Class Scheme	No of Bins	Type of AVC Equipment	Equipment Manufacturer	Sensor Type	Adjustment Factors for Est. Average Annual Volumes by Classification	General Factors	Class Specific Factors (Provide by Class of Class Groups)	Comments
✓ C390200.	L1K	2010	10/1/2010	10/30/2010	days	FHWA	ODOT scheme "F"	13	Permanent	Mettler-Toledo	Loadcell / piezo	none	none	none	none
✓ C390200.	M1K	2010	11/4/2010	11/30/2010	days	FHWA	ODOT scheme "F"	13	Permanent	Mettler-Toledo	Loadcell / piezo	none	none	none	none
✓ C390200.	N1K	2010	12/1/2010	12/31/2010	days	FHWA	ODOT scheme "F"	13	Permanent	Mettler-Toledo	Loadcell / piezo	none	none	none	none

Sheet 13

LTPP Traffic Data

Vehicle Weight Data Transmittal Form

State Assigned ID	State Code	SHRP Section ID	Highway Route No.	Milepost	Location	OHIO Station #	Name of Preparer	Date Prepared	Phone Number				
721	39	100/200	DEL 23	17.48	2 miles S. of SR 229	721	Lindsey Pflum	1/0/1900	614-752-4057				
Filename	Ext	Disk ID	Beginning Date	Ending Date	Count Duration	Weight Scale Type	Equipment Manufacturer	Sensor Type	Vehicle Class. Method	Name of Agency Class. Scheme	Number of Bins	Method of Calibration and Frequency	Comments
✓ W390200.	L1K	2010	10/1/2010	10/31/2010	days	perm WIM	Mettler-Toledo	loadcell	W-card	Scheme F	13	ODOT test truck	none
✓ W390200.	M1K	2010	11/3/2010	11/30/2010	days	perm WIM	Mettler-Toledo	loadcell	W-card	Scheme F	13	ODOT test truck	none
✓ W390200.	N1K	2010	12/1/2010	12/31/2010	days	perm WIM	Mettler-Toledo	loadcell	W-card	ODOT scheme "F"	13	ODOT test truck	none

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 39 SPS WIM ID: 390100 DATE (mm/dd/yyyy) 9/28/2010
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**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 9/28/10
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Load Cells c.
- b. Inductance Loops d.
5. EQUIPMENT MANUFACTURER: Mettler

**ENTERED JAN 05 2011**  
*PC*

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 21

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 3:	<u>0</u>	<u>0</u>	<u>0</u>

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>-1.9%</u>	Standard Deviation:	<u>1.1%</u>
Dynamic and Static Single Axle:	<u>-4.4%</u>	Standard Deviation:	<u>1.7%</u>
Dynamic and Static Double Axles:	<u>-1.6%</u>	Standard Deviation:	<u>1.6%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

	Low		High	Runs
a. <u>Low</u>	<u>45.0</u>	to	<u>49.0</u>	<u>16</u>
b. <u>Medium</u>	<u>49.1</u>	to	<u>54.0</u>	<u>16</u>
c. <u>High</u>	<u>54.1</u>	to	<u>60.0</u>	<u>10</u>
d. <u>0</u>	<u></u>	to	<u></u>	<u></u>
e. <u>0</u>	<u></u>	to	<u></u>	<u></u>

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	39
	SPS WIM ID:	390100
	DATE (mm/dd/yyyy)	9/28/2010

**10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)**

#VALUE! #VALUE!

**11. IS AUTO- CALIBRATION USED AT THIS SITE?**

No

If yes , define auto-calibration value(s):

The Auto-cal feature is using a linear progression of numerical values, starting at 1000 for 0 degrees, with a value incremented by 4 for every degree up to 100 degrees.

**CLASSIFIER TEST SPECIFICS**

**12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE**

**CLASS:**

Manual

**13. METHOD TO DETERMINE LENGTH OF COUNT:**

Number of Trucks

**14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:**

FHWA Class 9:	<u>          </u>	FHWA Class	<u>          </u>	-	<u>          </u>
FHWA Class 8:	<u>          </u>	FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>

Percent of "Unclassified" Vehicles: 1.0%

Validation Test Truck Run Set - Pre

**Person Leading Calibration Effort:**

**Dean Wolf**

**Contact Information:**

Phone: 717-512-6638

E-mail: dwolf@ara.com

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	39
	SPS WIM ID:	390100
	DATE (mm/dd/yyyy)	9/29/2010

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 9/29/10
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Load Cells c. \_\_\_\_\_
- b. Inductance Loops d. \_\_\_\_\_
5. EQUIPMENT MANUFACTURER: Mettler

**ENTERED JAN 05 2011**

*NR*

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared: \_\_\_\_\_
- Number of Test Trucks Used: 2
- Passes Per Truck: 24

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 3:	<u>0</u>	<u>0</u>	<u>0</u>

**7. SUMMARY CALIBRATION RESULTS (expressed as a %):**

Mean Difference Between -

Dynamic and Static GVW:	<u>-1.8%</u>	Standard Deviation:	<u>1.3%</u>
Dynamic and Static Single Axle:	<u>-3.8%</u>	Standard Deviation:	<u>2.2%</u>
Dynamic and Static Double Axles:	<u>-1.5%</u>	Standard Deviation:	<u>1.9%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

**9. DEFINE SPEED RANGES IN MPH:**

	Low		High	Runs
a. <u>Low</u>	<u>43.0</u>	to	<u>49.0</u>	<u>17</u>
b. <u>Medium</u>	<u>49.1</u>	to	<u>54.0</u>	<u>17</u>
c. <u>High</u>	<u>54.1</u>	to	<u>59.0</u>	<u>13</u>
d. <u>0</u>	_____	to	_____	_____
e. <u>0</u>	_____	to	_____	_____

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 39 SPS WIM ID: 390100 DATE (mm/dd/yyyy) 9/29/2010
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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

#VALUE! #VALUE!

11. IS AUTO- CALIBRATION USED AT THIS SITE?

No

If yes , define auto-calibration value(s):

The Auto-cal feature is using a linear progression of numerical values, starting at 1000 for 0 degrees, with a value incremented by 4 for every degree up to 100 degrees.

#### CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE  
CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT:

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 of "Unclassified" Vehicles: #DIV/0!

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-512-6638

E-mail: [dwolf@ara.com](mailto:dewolf@ara.com)