

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[56]
	*SHRP SECTION ID	[1007]

HIGHWAY RT. NO. (THIS SESSION) US 14, 16, 20MILEPOST NO. OR LOCATION (THIS SESSION) MP 61.34FILENAME WS61007.H5C DISK ID \_\_\_\_\_BEGINNING DATE 6-5-2002 BEGINNING TIME 00:00ENDING DATE 6-6-2002 ENDING TIME 23:59COUNT DURATION 2 [ ] HOURS ☒ DAYS [ ] MONTHSWEIGHT SCALE TYPE: PORT. WIM ☒ PERM. WIM \_\_\_\_\_ OTHER \_\_\_\_\_EQUIPMENT MAKE/MODEL# ECM / HESTIASENSOR TYPE PIEZO - BL

## 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 \_\_\_\_\_ 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: CLASS 9 TEST TRUCK LOADED TO 80% OR MORE OF LEGAL GVW. CALIBRATED ANNUALLY. FRONT AXLE AUTOCALIBRATION ENABLED FOR SESSION.

COMMENTS \_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

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DATE PREPARED <u>9-20-04</u>	revised February 21, 2000

800.12.12.8.12

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[164]
	*STATE CODE	[56]
	*SHRP SECTION ID	[1007]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/30/2002]
2. \* TYPE OF EQUIPMENT CALIBRATED xx WIM      \_\_ CLASSIFIER      \_\_ BOTH
3. \* REASON FOR CALIBRATION  
\_\_ REGULARLY SCHEDULED SITE VISIT      \_\_ RESEARCH  
\_\_ EQUIPMENT REPLACEMENT      \_\_ TRAINING  
\_\_ DATA TRIGGERED SYSTEM REVISION      \_\_ NEW EQUIPMENT INSTALLATION  
xxxx OTHER (SPECIFY) Annual check of portable equipment
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
\_\_ BARE ROUND PIEZO CERAMIC      xxxx BARE FLAT PIEZO      \_\_ BENDING PLATES  
\_\_ CHANNELIZED ROUND PIEZO      \_\_ LOAD CELLS      \_\_ QUARTZ PIEZO  
\_\_ CHANNELIZED FLAT PIEZO      \_\_ INDUCTANCE LOOPS      \_\_ CAPACITANCE PADS  
\_\_ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER ECM Inc.

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
xxxx TRAFFIC STREAM -- Y STATIC SCALE (Y/N)      \_\_ TEST TRUCKS
- 9 NUMBER OF TRUCKS COMPARED      \_\_ NUMBER OF TEST TRUCKS USED
- | TYPE PER FHWA 13 BIN SYSTEM<br>SUSPENSION: 1 - AIR; 2 - LEAF SPRING<br>3 - OTHER (DESCRIBE) | PASSES PER TRUCK |       |            |
|---|------------------|-------|------------|
|   | TRUCK            | TYPE  | SUSPENSION |
|   | 1                | 9     | Air        |
|   | 2                | _____ | _____      |
|   | 3                | _____ | _____      |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -5.1      STANDARD DEVIATION 5.4  
DYNAMIC AND STATIC SINGLE AXLES -15.7      STANDARD DEVIATION 7.2  
DYNAMIC AND STATIC DOUBLE AXLES -3.3      STANDARD DEVIATION 8.4
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 60 - 64, 65 - 69, 70 - 74
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 33 (Weight of 1<sup>st</sup> axle), 59 (Total Weight), 14 (Minimum Weight)
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Only cars are used. The mean front axle is to be 3300 lb., mean GVW 5900 lbs., only cars over 1400 lbs. are included..

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 "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Kevin Messman	rev. November 9, 1999
CONTACT INFORMATION: 307-777-3944	

SEP 16 2003  
*[Signature]*