

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[]
	*STATE CODE	[56]
	*SHRP SECTION ID	2017

HIGHWAY RT. NO. (THIS SESSION) WYO 387MILEPOST NO. OR LOCATION (THIS SESSION) MP 136.23FILENAME W562017.M6C DISK ID _____BEGINNING DATE 11-06-2002 BEGINNING TIME 00:00ENDING DATE 11-07-2002 ENDING TIME 23:59COUNT DURATION 2 [] HOURS [X] DAYS [] MONTHSWEIGHT SCALE TYPE: PORT. WIM X PERM. WIM _____ OTHER _____EQUIPMENT MAKE/MODEL# ECM / HESTIASENSOR TYPE PDE20-BL

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19 X 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: CALIBRATED ANNUALLY. CLASS 9 TEST TRUCK USED LOADED TO 80% OR MORE OF LEGAL GVW. AUTOCALIBRATION USED FOR THE SESSION.

COMMENTS _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

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

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[165]
	*STATE CODE	[56]
	*SHRP SECTION ID	[2017]

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
- | | TRUCK | PASSES PER TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|------------------|------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | 9 | | Air |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | | | |
| 3 - OTHER (DESCRIBE) | 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 1st 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
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rev. November 9, 1999

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