

<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	[2019]

HIGHWAY RT. NO. (THIS SESSION) WYO 59

MILEPOST NO. OR LOCATION (THIS SESSION) MP 103.12

FILENAME W562019.D2C DISK ID \_\_\_\_\_

BEGINNING DATE 2-4-2002 BEGINNING TIME 00:00

ENDING DATE 11-11-2002 ENDING TIME 23:59

COUNT DURATION 28 [ ] HOURS ☒ DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT. WIM \_\_\_\_\_ PERM. WIM ☒ OTHER \_\_\_\_\_

EQUIPMENT MAKE/MODEL# ECM / HESTIA

SENSOR TYPE PIEZO - CAX

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: CALIBRATED ANNUALLY. TEST TRUCK METHOD USING A CLASS 9 LOADED TO 80% OR MORE OF LEGAL GVW. AUTOCALIBRATION USED DURING THE SESSIONS.

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 [156]  
 \*STATE CODE [56]  
 \*SHRP SECTION ID [2019]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [02/22/2002]
2. \* TYPE OF EQUIPMENT CALIBRATED xx WIM      CLASSIFIER      BOTH
3. \* REASON FOR CALIBRATION  
 xxxx REGULARLY SCHEDULED SITE VISIT      RESEARCH  
     EQUIPMENT REPLACEMENT      TRAINING  
     DATA TRIGGERED SYSTEM REVISION      NEW EQUIPMENT INSTALLATION  
     OTHER (SPECIFY) \_\_\_\_\_
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
     BARE ROUND PIEZO CERAMIC      BARE FLAT PIEZO      BENDING PLATES  
 xxxx 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:  
     TRAFFIC STREAM -- STATIC SCALE (Y/N)      xxxx TEST TRUCKS  
     NUMBER OF TRUCKS COMPARED      1 NUMBER OF TEST TRUCKS USED  
     10 PASSES PER TRUCK  
     TRUCK TYPE SUSPENSION  
     1 9 Air  
     2 \_\_\_\_\_  
     3 \_\_\_\_\_  
 TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
                  3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW -6.8      STANDARD DEVIATION 3.7  
 DYNAMIC AND STATIC SINGLE AXLES -3.1      STANDARD DEVIATION 4.3  
 DYNAMIC AND STATIC DOUBLE AXLES -7.4      STANDARD DEVIATION 4.5
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55 - 59
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 15 (Weight of 1<sup>st</sup> axle), 31 (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 1500 lb., mean GVW 3100 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  
 CONTACT INFORMATION: 307-777-3944

rev. November 9, 1999

SEP 16 2003