

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[] [] [] []
	*STATE CODE	56
	*SHRP SECTION ID	2037

HIGHWAY RT. NO. (THIS SESSION) WYO 789MILEPOST NO. OR LOCATION (THIS SESSION) 4.2FILENAME W562037.I1D DISK ID _____BEGINNING DATE 7-1-2003 BEGINNING TIME 00:00ENDING DATE 7-2-2003 ENDING TIME 23:59COUNT DURATION 2 [] HOURS ☒ DAYS [] MONTHSWEIGHT SCALE TYPE: PORT. WIM ☒ PERM. WIM _____ OTHER _____EQUIPMENT MAKE/MODEL# ECM / HESTGASENSOR TYPE PIEZO - B2

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 USING LOADED CLASS 9'S FROM THE TRAFFIC STREAM THEN DOING A STATIC COMPARISON. AUTOCALIBRATION USED DURING THE SESSION.

COMMENTS _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

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DATE PREPARED <u>9-22-04</u>	revised February 21, 2000

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [163]
 *STATE CODE [56]
 *SHRP SECTION ID [2037]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/08/2003]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☒ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
☒ 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
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO
☐ CHANNELIZED FLAT PIEZO ☐ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER DIAMOND TRAFFIC PRODUCTS

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☐ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ NUMBER OF TEST TRUCKS USED
☐ PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|-------|------------|
| 1 | _____ | _____ |
| 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 GWV _____ STANDARD DEVIATION _____
 DYNAMIC AND STATIC SINGLE AXLES _____ STANDARD DEVIATION _____
 DYNAMIC AND STATIC DOUBLE AXLES _____ STANDARD DEVIATION _____
8. _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) _____
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS