

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[]
	*STATE CODE	[56]
	*SHRP SECTION ID	[7772]

HIGHWAY RT. NO. (THIS SESSION) WYO 120MILEPOST NO. OR LOCATION (THIS SESSION) MP 4.5FILENAME W567772.F00 DISK ID _____BEGINNING DATE 7-24-2002 BEGINNING TIME 00:00ENDING DATE 7-25-2002 ENDING TIME 23:59COUNT DURATION 2 [] HOURS ☒ DAYS [] MONTHSWEIGHT SCALE TYPE: PORT. WIM ☒ PERM. WIM _____ OTHER _____EQUIPMENT MAKE/MODEL# ECM / HESTIASENSOR TYPE PIEZO - BC

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 MAX LEGAL GVW. AUTOCALIBRATION USED DURING 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

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [161]</div> <div>*STATE CODE [56]</div> <div>*SHRP SECTION ID [7772]</div>
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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

EQUIPMENT REPLACEMENT

DATA TRIGGERED SYSTEM REVISION

xxxx OTHER (SPECIFY) Annual check of portable equipment

RESEARCH

TRAINING

NEW EQUIPMENT INSTALLATION

4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

BARE ROUND PIEZO CERAMIC

CHANNELIZED ROUND PIEZO

CHANNELIZED FLAT PIEZO

OTHER (SPECIFY)

xxxx BARE FLAT PIEZO

LOAD CELLS

INDUCTANCE LOOPS

BENDING PLATES

QUARTZ PIEZO

CAPACITANCE PADS

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

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	-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 8

FHWA CLASS

FHWA CLASS

FHWA CLASS

FHWA CLASS

*** PERCENT "UNCLASSIFIED" VEHICLES:

SEP 16 2003