

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. ITD DISK ID _____BEGINNING DATE 7-30-2003 BEGINNING TIME 00:00ENDING DATE 7-31-2003 ENDING TIME 23:59COUNT DURATION 2 [] HOURS ~~1~~ DAYS [] MONTHSWEIGHT SCALE TYPE: PORT. WIM X PERM. WIM _____ OTHER _____EQUIPMENT MAKE/MODEL# ECM / HESTIASENSOR TYPE PIEZO - 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 USING CLASS 9'S FROM THE TRAFFIC STREAM THEN MAKING STATE COMPARISONS. AUTO CALIBRATION USED DURING THE SESSION.

COMMENTS _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>KEVIN MESSMAN</u>	PHONE <u>307-777-3944</u>
DATE PREPARED _____	revised February 21, 2000

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [141]
 *STATE CODE [56]
 *SHRP SECTION ID [772]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/10/2003]
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 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 |
| TYPE PER FHWA 13 BIN SYSTEM | 1 | ___ | ___ |
| 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 ___ 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
13. METHOD TO DETERMINE LENGTH OF COUNT 3HR TIME ___ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 12 FHWA CLASS 2 12
 *** FHWA CLASS 8 0 FHWA CLASS 3 0
 FHWA CLASS ___
 FHWA CLASS ___
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0 . 0

PERSON LEADING CALIBRATION EFFORT: DOUGLAS G DRAKE
 CONTACT INFORMATION: (307) 777-4433

rev. November 9, 1999

ENTERED MAY 18 2004

2814 8001160

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [161]
 *STATE CODE [56]
 *SHRP SECTION ID [7772]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [09/09/2003]
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
- | | TRUCK | TYPE | PASSES PER TRUCK | SUSPENSION |
|--------------------------------------|-------|-------|------------------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | _____ | _____ | _____ |
| 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 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
13. METHOD TO DETERMINE LENGTH OF COUNT 3HR TIME NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 +2 FHWA CLASS 2 0
 *** FHWA CLASS 8 +1 FHWA CLASS 3 +1
 FHWA CLASS
 FHWA CLASS
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: DOUGLAS G DRAKE
 CONTACT INFORMATION: 307-777-4433

rev. November 9, 1999

ENTERED MAY 18 2004