

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[]
	*STATE CODE	[56]
	*SHRP SECTION ID	[7773]

HIGHWAY RT. NO. (THIS SESSION) WYO 487MILEPOST NO. OR LOCATION (THIS SESSION) MP 67.88FILENAME W567773.D9C DISK ID _____BEGINNING DATE 2-9-2002 BEGINNING TIME 00:00ENDING DATE 12-19-2002 ENDING TIME 23:59COUNT DURATION 28 [] HOURS ☒ DAYS [] MONTHSWEIGHT SCALE TYPE: PORT. WIM _____ PERM. WIM ☒ OTHER _____EQUIPMENT MAKE/MODEL# ECM / HESTRASENSOR TYPE PIEZO - COAX

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. AUTO CALIBRATION USED DURING THE SESSION.

COMMENTS _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

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DATE PREPARED _____	revised February 21, 2000

file 800.12.12.8.12

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [1 5 5]</div> <div>*STATE CODE [5 6]</div> <div>*SHRP SECTION ID [7 7 7 3]</div>
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 5 / 3 0 / 2 0 0 2]

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

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	Air
2		
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 8

__ FHWA CLASS

__ FHWA CLASS

__ FHWA CLASS

__ FHWA CLASS

*** PERCENT "UNCLASSIFIED" VEHICLES: .

PERSON LEADING CALIBRATION EFFORT: Kevin Messman	rev. November 9, 1999
CONTACT INFORMATION: 307-777-3944	

SEP 16 2003