

<sup>33</sup> <b>SHEET 15</b> <b>LTPP TRAFFIC DATA</b>  <b>LOG OF CHANGES AT GPS TEST</b> <b>LOCATIONS WITH PERM. AVC OR WIM</b>	*STATE ASSIGNED ID            [ P11 ]  *STATE CODE                    [ 53 ]  *SHRP SECTION ID            [ 1006 ]
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 LOCATION SR 97 TYPE EQUIP. Piezo (Class II)

 MP # 250.35 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
		<b>This site will no longer be part of our quarterly submittal until piezo sensors can be replaced. All four axles sensors are giving erratic signals.</b>			
12/31/02		<b>No Change</b>			

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04-23-02	@ 1:00 PM	<u>Pateros P11</u> Was: No problem reported. Action: Checked calibration. Balanced NB sensors to eliminate "significant weight difference" errors. Now: Good WIM Rich Rempfer			
04/29/02		P11 Pateros. Seal cracks and loops. Sand epoxy over axle sensors flush with road. Calibration in 1060. (KL)			

800 . 12 . 11 . 8 . 12

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02-26-02	@ 10:30 AM	<b>Pateros (P11)</b> <u>Was</u> Significant weight difference NB. <u>Action</u> In roadway, loops need to be resealed. Lowered NB thresholds on piezos and recalibrated all sensors. Reduced loop sensitivity to better reflect vehicle lengths (were being reported as longer than actual by 1060).	RICH REMPFER		