

<p style="text-align: center;">SHEET 15 LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	<p>*STATE ASSIGNED ID [P04]</p> <p>*STATE CODE [53]</p> <p>*SHRP SECTION ID [3011]</p>
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LOCATION SR 5 TYPE EQUIP. Piezo (Class 1)

MP # 261.0 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
10/03/01		<p>Ferndale WIM <u>Was</u> Weight differences NBD, SBD and SBP. Axle order SBP. <u>Action</u> Recalibrated site and raised threshold on SBP piezo #1. Significant weight difference errors cannot be eliminated SBP, since downstream piezo epoxy is valleyed below surface of PCC pavement, affecting especially lighter vehicles. Other reported problems should be reduced by recalibration. <u>Now</u> All good data continues.</p>	RICH REMPFER		

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MP # 261.0 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
03/05/01		<u>Ferndale WIM</u> Was: Question regarding southbound weights. Needs software and class upgrades. Action: Found axle spacings on both southbound lanes set to 144" when they should have been 96". Corrected this problem, and installed software and class upgrades., and recalibrated site. Now: All good data NB continues, good data SB beginning 03-06-01. – R.R.	RICH REMPFER		