



2006 RPUG
Profiler Certification Program
(or lack of)

Colorado DOT Experience
Eric Prieve

Is It Needed to switch to IRI?

- Not if surrounding states have a program.
- CDOT decided to switch to IRI in 2005 as a pilot program.
- Certification was too time consuming & complicated for a pilot program.
- CDOT decided to rely on other states for certification

Using Other States

- In 2003, CDOT required ICC to certify the profiler in Texas prior to delivery.
- After delivery CDOT established verification sites.
- The profiler was checked weekly using the procedures in AASHTO PP 50.

Using Other States

- For the 2004 paving season.
- At the beginning of the 2004 paving season, CDOT was only collecting data for information.
- CDOT participated in the WYDOT profiler certification.

Using Other States

- At the beginning of the 2005 paving season, a pilot specification was established.
- CDOT participated in the WYDOT profiler certification.
- Contractor profilers were only for QC purposes, so a CDOT program wasn't started.
- Certification was too time consuming for a pilot program when only 4 other profilers were in the state.

Using Other States

- At the beginning of the 2006 paving season, a pilot specification was still in use
- CDOT participated in the WYDOT & NMDOT profiler certifications.
- More contractors owned profilers, so a correlation site was setup.
- The IRI values from CDOT's profiler were shared with the contractors.
- Most contractors matched the CDOT IRI values, and those that didn't, found problems with their profiler

Establishing a Program

- For the 2007 paving season, certification will be required.
- AASHTO PP 49 is too complicated & time consuming
- CDOT will clone the NMDOT certification program which uses the ICC SurPRO 2000 as a reference device.
- The reference IRI values will be established by making 10 runs.
- The standard deviation of the 10 run shall be less than 3.0 in/mile, or they will be rerun.
- The average of the 10 runs will be used as the reference IRI

Establishing a Program

- Profilers will make 10 runs.
- The standard deviation of the 10 runs will have to be less than 3.0 in/mile.
- The profiler's 10 run average will have to be within 6.0 in/mile of the reference IRI values
- Each profiler will have to demonstrate compliance to AASHTO PP 50 (block check, DMI check & bounce test)

Establishing a Program

- Certification will be good for one year.
- Operator will be certified to operate a profiler.
- Operator certification will require knowledge of CDOT's specifications & procedures.
- An operator will demonstrate the calibration checks in AASHTO PP 50

Future Considerations

- Unifying regional certification programs for interstate reciprocity.
- Switch to AASHTO PP 50



Questions?