Test Procedure for

OPERATING INERTIAL PROFILERS AND EVALUATING PAVEMENT PROFILES

TxDOT Designation: Tex-1001-S


1. SCOPE

1.1 This test method:
   - covers use of an inertial profiler for ride quality measurements using Surface Test Type B for quality control (QC) and quality assurance (QA) testing
   - describes the inertial profiler apparatus as well as major and minor repairs and adjustments
   - covers calibration verification procedures
   - outlines the procedures for collecting inertial profile data on paving projects
   - prescribes the required test data description and data format and gives examples
   - provides and references the methodology used to detect areas of localized roughness and
   - details the certification of inertial profilers and inertial profiler operators.

1.2 Perform this test method as a quality assurance (QA) test for use with the appropriate smoothness specification for paving operations. This method is recommended when using inertial profilers for QC testing.

1.3 Use the inertial profile data files obtained by following this test method as input to the RIDE QUALITY software program. The RIDE QUALITY software will perform ride summary calculations on the input data and report the bonus and penalties. The RIDE QUALITY software will also detect the location and magnitude of any areas of localized roughness contained in the paving project for acceptance tests.

1.4 The values given in parentheses (if provided) are not standard and may not be exact mathematical conversions. Use each system of units separately. Combining values from the two systems may result in nonconformance with the standard.

2. APPARATUS

2.1 Housing vehicle, capable of traveling at speeds of a minimum of 12 mph while collecting pavement profile data.
2.2 *Distance measuring subsystem*, accurate to within 2 ft. per 528 ft. of distance traveled.

2.3 *Inertial referencing subsystem*, capable of measuring the movement of the housing vehicle as it traverses the pavement under test.

2.4 *Non-contact height measurement subsystem*, capable of measuring the height from the mounted sensor face to the surface of the pavement under test.

2.5 *Inertial profiler*:

2.5.1 Must include hardware and software capable of producing and storing inertial profiles by combining the data from the inertial referencing subsystem, the distance subsystem, and height measurement subsystem.

2.5.2 Must have the capability of measuring and storing profile elevations at 3-in. intervals or less (capable of outputting these elevations in the format described in Section 6).

2.5.3 Must have the capability of summarizing (computing) the profile elevation data into summary roughness statistics over a section length equal to 0.1 mi. (summary roughness statistic prescribed is the International Roughness Index [IRI] for each longitudinal path profiled).

2.5.4 Should have design to allow field calibration and verification of calibration for the distance measurement (horizontal) subsystem and the height measurement (vertical) subsystem described in Section 8.

2.5.5 Must be certified for use in Texas (described in Section 8).

**Note 1**—For consistent pavement profile determination, maintain air pressure on the wheels of the housing vehicle according to the manufacturer’s specification. The housing vehicle and all system components will be in good repair and proven to be within the manufacturer’s specifications. The operator of the inertial profiler will have all tools and components necessary to adjust and operate the inertial profiler according to the manufacturer’s instructions.

### 3. REPAIR AND ADJUSTMENT OF INERTIAL PROFILERS

3.1 Major component repairs or replacement to an inertial profiler that would require recertification of the equipment include, but are not limited to the following:

- the accelerometer and its associated hardware
- the non-contact height sensor and its associated hardware
- the distance measuring instrument
- any printed circuit board necessary for the collection of raw sensor data or the processing of the inertial profiles and IRI.

3.2 The operator of the inertial profiler may make minor adjustments to the equipment without having to complete the recertification process as long as the adjustments allow the equipment to fulfill the procedure in Section 4.
3.3 Minor adjustments to the system include, but are not limited to the following:
- inspecting, resoldering, or replacing connectors
- cleaning components, normal adjustments to voltage levels as required by the manufacturer
- setting software parameters and scale factors as required by the manufacturer.

4. VERIFYING CALIBRATION

4.1 The following verification procedure is required for QA testing and recommended when using an inertial profiler as a QC instrument on a daily basis.

4.2 Standards:

4.2.1 Horizontal:

4.2.1.1 The horizontal or longitudinal calibration standard will be a straight roadway test section 528 ft. in length.

4.2.1.2 Using a steel measurement tape or electronic measuring device, measure this ground distance accurately to within 1 ft.

4.2.2 Vertical:

4.2.2.1 The vertical measurement standards will be flat plates of known thicknesses.

4.2.2.2 Mark the plates with the known thicknesses.

4.2.2.3 As a minimum, test a base plate and a 1-in. measurement plate.

4.2.2.4 Measure plate thickness accurate to within 0.001 in.

4.3 Procedures:

4.3.1 Frequency of Verifying Calibration:

4.3.1.1 Perform the horizontal and vertical verification of calibration of the inertial profiler before use on each paving project according to the manufacturer’s recommendations.

4.3.1.2 Check the tire air pressure on the wheels of the housing vehicle and maintain according to the manufacturer’s recommendations.

4.3.1.3 Maintain a log, and keep it with the inertial profiler, to provide a verification of calibration history.

4.3.2 Horizontal Verification of Calibration:

4.3.2.1 Perform the horizontal (longitudinal) verification of calibration by navigating the inertial profiler over a measured test section 528 ft. in length.
4.3.2.2 The inertial profiler’s distance measuring subsystem must measure the length of the test section to within 2 ft. of its actual length.

4.3.2.3 As necessary, adjust the inertial profiler’s distance measurement subsystem according to the manufacturer’s guidelines.

4.3.2.4 Failure to meet the specified tolerance will require recalibration by the contractor and re-verification as described under Section 4.

4.3.3 Vertical Verification of Calibration:

4.3.3.1 Perform the vertical verification of calibration on a flat and level area using the flat plate of known thickness. Perform the test indoors when windy conditions exist.

4.3.3.2 Place the base plate under the inertial profiler’s non-contact height sensor. The inertial profiler’s height measurement subsystem takes a height measurement. Use this measurement as the reference height for subsequent measurements.

4.3.3.3 Place a 1-in. plate on top of the reference plate below the non-contact sensor. The inertial profiler’s height measurement subsystem measures this displacement to within 0.01 in. of the 1-in. plate’s thickness.

4.3.3.4 Remove the 1-in. plate and verify that the inertial profiler’s height measurement system returns to the original reference plate’s displacement to within 0.01 in. Failure to meet the specified tolerance will require recalibration. If the recalibration requires major repair, as noted under Section 3, then recertify the profiler at the Ride/Rut Facility located at the Riverside Campus of Texas A&M University. Section 8 describes the certification procedure. Re-verify, if minor repairs are required, as indicated under Section 3.

4.3.4 Quality Control:

4.3.4.1 When using a profilograph for quality control purposes, the zero inch blanking band average PI (in inches/mile), per 0.1-mi. section can be converted into estimated average IRI (in inches/mile) using the following equation

\[
IRI = \frac{4.445 \times PI}{1 + (0.02073 \times PI)}
\]

5. PROCEDURE

5.1 Locate and mark all “leave-out” sections as directed by the Engineer. Do not evaluate “leave-out” sections for the payment of bonuses or penalties. “Leave-out” sections will include any additional pavement length as prescribed in the smoothness specification including the first and last 100 ft. of the paving project.

5.2 Before measuring, clean the roadway path of all debris and other loose material.

5.3 Operate the inertial profiler at a constant speed of 12 mph or greater when measuring the pavement profile. Failure to maintain this minimum speed will cause the inertial
referencing subsystem to “droop”; hence, the pavement profile elevations will not be usable. Re-measure any pavement segment where the average operational speed per 0.1 mi. is less than 12 mph.

5.4 A pre-section length of roadway is required to “settle” the inertial profiler’s filters. This pre-section should be at least 200 ft. in length and located immediately before the section of pavement under test. Take the inertial profile measurements on two longitudinal lines in each travel lane.

5.4.1 Profile longitudinal lines in the wheel paths of each pavement travel lane that are 69 in. apart.

5.4.2 The profile location will normally lie 3 ft. from and parallel to the approximate location of the pavement lane edge.

5.4.3 If the inertial profiler is capable of measuring profiles from two longitudinal wheel paths during a single pass, then the wheel path spacing will be 69 in.

5.5 Collect measurements in the direction of traffic. When using an inertial profiler that collects a single wheel path per pass, take care to insure that the measurements from each wheel path in a travel lane start and stop at the same longitudinal locations.

5.6 Mark “leave-out” sections (optional).

5.6.1 Place event markers in the elevation data that correspond to the location of each “leave-out” section during the measurement process, if the inertial profiler has this capability.

5.6.2 Refer to the optional Section 6.3 of this test method for proper location of event markers in the data file.

5.7 Data Collection (Perform QA data collection at the end of the paving operation or staged as prescribed by the Engineer):

5.7.1 Collect pavement profiles on a project in a single data file per travel lane when both wheel paths are measured during a single pass and the inertial profiler is capable of producing the optional data format, or;

5.7.2 Collect pavement profiles on a project in two data files per travel lane when a single wheel path is measured during a single pass and the inertial profiler is capable of producing the optional data format, or;

5.7.3 Collect pavement profiles on a project in multiple data files per travel lane when the inertial profiler is not capable of producing the optional data format.

5.8 Submit to the Engineer a table that identifies the lanes, wheel paths, and distance locations tested for each file created during the QA testing. Present the profile elevation data to the Engineer in an electronic format (on floppy disk or CD) with a file format as described in Section 6 or the optional data format of this test method.

Note 2—The Engineer will use Department software to calculate the IRI values and associated pay factors.
5.9 The Engineer will:

- compute a summary roughness statistic for each 0.1-mi. pavement segment (This roughness statistic is the IRI.)
- calculate and record the IRI from each longitudinal line profiled for a pavement travel lane (The payment schedule will be based on the average IRI calculated from both wheel paths in a travel lane.)
- calculate and record the locations of areas of localized roughness.

5.10 Calculate the pay adjustment for segment lengths less than 0.1 mi. and greater than 50 ft. as illustrated below:

\[
\text{Pay Adjustment} = \frac{0.075 \times 37}{0.10} = \frac{460}{345}
\]

Where:

- 0.075 mi. = the length of the short section in this example
- 37 in./mi = measured IRI in this example, and
- $460 = the pay for a full 0.1-mi. section with an IRI = 37 in./mi.

6. TEST DATA DESCRIPTION AND FORMAT

6.1 Standard Test Data:

6.1.1 Report test data in mils and in an ASCII file. This will permit the Department to directly input profile data, collected with any inertial profiler, into its data reduction program for QA testing. Each record will be separated by a carriage return and line feed (CRLF). A comma will separate each header and data entry in a record. Section 6.2 illustrates the required format of the data file. The following information provides a description of the required format.

6.1.1.1 First Record—consists of the following items, each separated by a comma, and only a comma (no blanks or spaces between items in the record):

- The first item is the identifier for the record. Write this item as HEAD3 in the data file as illustrated in Section 6.2.
- Date of profile measurement in mmddyyyy format where mm is the numeric designation for the month, dd is the day, and yyyy is the year—Zero fill the first digit for the months of January to September (01 to 09). Likewise, zero fill the first digit for days 01 to 09 of a given month.
- District where profile measurements were made in ## format—Note that ## is the two-digit numeric designation for the given district. Zero fill the first digit for districts 01 to 09.
- County number in ### format—Zero fill the leading digits as necessary.
Highway name in $S###$ format where "S" represents a character descriptor following PMIS convention—the first two characters designate the highway system (e.g., interstate, US highway, state highway, farm-to-market, etc.) Always fill in these characters, which may be any of the letters from A to Z, using upper case. Allow no blanks or spaces in the highway system designation. Zero fill leading digits as necessary in the highway name. The last character is a suffix. It is usually blank or N, S, E, or W (north, south, east, or west); for park roads, it can be blank or A-Z; for business routes it can be A-Z (except I and O).

Beginning reference marker of the measurement in ####$±##.### format—Zero fill the leading entries in the first four digits of the beginning reference marker as necessary. Likewise, zero fill the first digit following the + or – sign as necessary. The character following the first four digits is a suffix. It may be any of the letters A to Z, written in upper case, or a blank (space). Following the suffix is a + or – sign, indicating the relative direction of the offset, in miles, from the beginning reference marker. The offset is specified by the number following the + or – sign. As necessary, zero fill the trailing entries to the right of the decimal point in the offset, e.g., 0412 +05.300, not 0412 +05.3. Reference marker numbers range from 0010 to 0999. (The fourth digit is provided to accommodate future expansion of the highway system.)

Lane tested in $# format following PMIS convention (see PMIS Lane Designations)—The first character designates the roadbed, and may be any of the letters K, R, L, A, and X, written in upper case. It cannot be a blank or space. Fill in the digit following the first character that may take on a value from 0 to 9.

Additional Notes—The Engineer can run a ‘List of Sections to be Rated’ report in PMIS to obtain the correct highway and reference marker designations to be used for testing. The resulting profile data, once converted to PMIS format, can be stored in PMIS using Rating Cycle = ‘C’ (for Contractor).

6.1.1.2 Second Record—consists of the following variables, each separated by a comma, and only a comma, with no blanks or spaces between variables:

- The first variable is the identifier for the record. Write this as CMET3 in the data file as illustrated in Section 6.2.
- Model designation of the lightweight profiler used for testing—this variable or item in the record may consist of 1 to 20 characters. Allowed entries are the letters A to Z, numbers 0 to 9, +, -, #, $, & colon, dash, period, asterisk, tilde, underscore, forward slash, left parenthesis or bracket, and right parenthesis or bracket. Enter letters in upper or lower case. Do not allow blanks.
- The third, fourth, fifth, and sixth items in the record are reserved for the use of the profile manufacturer or the contractor. Each of these items may consist of 1 to 20 characters. Allowed entries are the same as those identified for the model designation described above. Note, if not specifying these items, the comma delimiting each item must still appear in the record as illustrated in Section 6.2.
- The seventh item in the record is the certification code for the given profiler. The certification code is a string of 1 to 20 characters issued by the testing agency upon passing the Inertial Profiler Certification testing. Allowed entries are the same as those identified for the model designation described above.
The last item in the record is the certification date in mmddyyyy format. Zero fill the first digit for the months of January to September (01 to 09). Likewise, zero fill the first digit for days 01 to 09 of a given month.

6.1.1.3 Third Record—consists of the following variables, each separated by a comma, and only a comma, with no blanks or spaces between variables:

- Manufacturer of the lightweight profiler—this variable or item in the record may consist of 1 to 20 characters. Allowed entries are the same as those identified for the model designation specified in the second record of the data file.
- The unit of elevation used to report profile. Under the current Department practice, unit is entered as mil (0.001 in.), as shown in Section 6. Enter all three letters in lower case.
- The wheel path measured designated as L for left, R for right, or LR for dual wheel path profilers, with no blanks or spaces separating the L and R in the LR designation. Note, L and R are relative to the direction of traffic on the lane surveyed. For dual wheel path profilers, report the relative elevations in left–right order. As a result, for dual wheel path profilers, always designate the wheel paths as LR.
- The reporting interval (distance between successive relative elevation measurements) in inches or meters. The maximum reporting interval is 3 in. (0.0762 m.)
- The unit of the reporting interval item: either i = inch or m = meters. Write the unit in lower case.

6.1.1.4 Fourth and Fifth Records—Reserve the fourth and fifth records for text comments. Each record can hold up to 80 characters.

6.1.2 The first five records of the ASCII data file are header cards. Following the fifth header record, report the relative measurements at each longitudinal location. For profilers that measure only one wheel path in a given run, there will be a column of numbers after the fifth header record consisting of the relative elevations measured at different locations along the wheel path surveyed. Make profile measurements in the direction of traffic. There will be as many records following the fifth header card, as collected elevation measurements in the longitudinal locations.

6.1.3 For profilers capable of measuring two wheel paths in a travel lane at the same time with one pass, the profile data will consist of two columns of elevations—one set of measurements taken using the sensors on left side of the profiler, and the second set using the sensors on the right side. Make profile measurements in the direction of traffic. For these profilers, set the spacing between wheel path sensors at 69 in. to be consistent with Department practice. As a result, for each location where elevation measurements have been taken, there will be a record in the data file that will report the elevations for each wheel path tested, with a comma separating the two wheel path elevation readings at the same measurement location.
6.2  Example Profile Data File:

**Note 3**—Line numbers to the left are only for description purposes and are not part of each record.

1. HEAD3,06241999,17,21,SH0047S,0413 +00.200,R1
2. CMET3,Profiler_Model,,,,,123456ABCDEF,05211999
3. Manufacturer,mil,LR,2.0,i
4. COMMENT
5. COMMENT
6. -797,–869
7. -796,–834
8. -781,–824
9. -752,–821
10. -746,–824
11. -752,–811
12. -738,–790
13. -702,–756
14. -696,–738

6.3  Optional Test Data:

6.3.1  For profilers capable of inserting markers in the data during testing, a comment code will follow the last reported elevation for each measurement location. Comment codes will be a single numeric character from 0 to 9. There will be a comma separating this code from the last reported elevation at a given measurement location. Include elevation data with a code of zero in the determination of IRIs and pay adjustments. Exclude elevation data with non-zero comment code. Write the non-zero comment codes to the data file through the entire length of each “leave out” area. Likewise, write the zero comment codes through the entire length of each segment included in the pay adjustment calculations based on Surface Test Type B. Prorate the payment bonus/penalty for the interval outside the omitted data. Section 6.4 includes a sample data file.

6.4  Optional Profile Data File:

**Note 4**—Line numbers to the left are only for description purposes and are not part of each record.

1. HEAD3,06241999,17,21,SH0047S,0413 +00.200,R1
2. CMET3,Profiler_Model,,,,,123456ABCDEF,05211999
3. Manufacturer,mil,LR,2.0,i
4. COMMENT
5. COMMENT
6. -797,–869,0
7. -796,–834,0
8. -781,–824,0
9. -752,–821,0
10. -746,–824,9
11. -752,–811,9
12. -738,–790,9
13. -702,–756,9
14. -696,–738,0

Figure 1—PMIS Lane Designations

7. DETECTING LOCALIZED ROUGHNESS

7.1 Using Department software, identify areas of localized roughness with the same measured profiles required for QA tests.
The Department software will:

- average each elevation point from the two longitudinal profiles from a travel lane to produce a single averaged wheel path profile
- apply a 25-ft. moving average filter to the single average wheel path profile
- determine the difference between the averaged wheel path and the 25-ft. moving average filtered profiles for every profile point and
- identify deviations greater than 0.150 in. as a detected area of localized roughness. (Positive deviations are “bumps” and negative deviations are “dips.”)

The procedure implemented is a modification of the methodology described in the following reference: “Application of Profile Data to Detect Localized Roughness” by Emmanuel Fernando and Carl Bertrand, Transportation Research, Record 1813, Transportation Research Board, Washington, D.C., 2002, pp 55–61.

8. INERTIAL PROFILER CERTIFICATION

This section provides minimum certification requirements for inertial profilers used for quality assurance testing of surface smoothness on Department paving projects where the profile-based smoothness specification is enforced. The Texas Transportation Institute (TTI) will administer the certification for the Department.

The certification procedure covers test equipment that measures longitudinal surface profile based on an inertial reference system mounted on an inertial transport vehicle such as that shown in Figure 2. The intent of minimum requirements stipulated herein is to address the need for accurate, precise, uniform, and comparable profile measurements during construction.

Minimum Requirements:

Operating Parameters:

8.3.1.1 The inertial profiler must be capable of providing relative elevation measurements that meet the following requirements:

- Reporting Interval—the interval at which relative profile elevations are reported must be less than or equal to 3 in.
- Cutoff Wavelength—the algorithm for filtering the profile data must use a cutoff wavelength of 200 ft. to be consistent with current Department practice.

8.3.1.2 The profiler must also be able to calculate and report the IRI (in inches/mile) from the corresponding measured profile and permit the operator to:

- automatically trigger the start of data collection at the designated location;
- provide the measured profiles in electronic text files following the format prescribed by the Department in Section 6. (The data may be presented in the optional data format as well.).
evaluate profiler accuracy and repeatability as described in this document; and

verify the height and distance measurements as described herein.

Figure 2—Illustration of a Lightweight Inertial Profiler Developed by the Department

8.3.2 Equipment Certification:

8.3.2.1 On an annual basis, the inertial profiler must undergo certification tests to establish that it complies with the minimum requirements for accuracy and repeatability set forth in this test method. A profiler must also undergo certification testing after undergoing major component repairs or replacements as identified in this test method.

8.3.2.2 To monitor compliance with this requirement, an item will be included in the contract documents for a given project attesting that the contractor knows and understands the requirements for profiler certification as stipulated in this test method, and that each profiler used on the project is current in its certification. Equipment certification involves using the inertial profiler to collect profile data on test sections designated by the Department for this purpose. Before equipment certification, as a recommendation, the owner of the profiler will verify the horizontal and vertical calibration of his or her equipment following the procedures given under Sections 4.3.2 and 4.3.3. Conduct this verification at the owner’s facility to permit making necessary recalibrations before the scheduled date of certification testing.

8.3.2.3 Profile Tests:

Test Sections—Conduct certification tests on test sections designated as smooth and medium-smooth at a facility approved by the Department. Each section will be 0.1 mi. in length. Make ten repeat runs of the inertial profiler on the designated wheel path of each test section in the prescribed direction of measurement. To evaluate the profiles from the test equipment, measure the profile of the test wheel path on each section using static level methods.

Test Data—Refer to Section 6 for descriptions and formats of the data file. This section includes additional information specific to certification testing and dual-path inertial profilers.
8.3.2.4 During the certification tests, the same wheel paths are measured for all runs on a given test section. There will be twice as much data collected and analyzed when testing dual-path inertial profilers. To facilitate the analysis of the data, name the files from the tests described herein according to the following convention:

- Reserve the first four characters of the file name for identifying the profiler tested, provided by the testing agency, on or before the day of testing.
- The fifth character is S for runs made on the smooth section or M for runs on the medium-smooth section.
- The sixth and seventh characters designate the run number (01 to 10).
- The eighth character designates the wheel path tested. For dual-path profilers, use the letter B to indicate profiling both wheel paths in the same run. For single-path profilers, use the designation for the test wheel path provided by the testing agency on the day of testing.

8.3.2.5 Use the extension PRO for the data files generated from testing.

8.3.2.6 Analyze test data as described in the following instructions to establish the repeatability and accuracy of the test equipment.

- **Equipment Repeatability**—to evaluate repeatability, compute the standard deviation of the ten repeat measurements at each reporting interval for each wheel path surveyed. Calculate these standard deviations for all reporting intervals. For each wheel path, determine the average of the standard deviations at the different reporting intervals. As a result, for single-path inertial profilers, two averages will be determined, one for the smooth, and the other for the medium-smooth section. For dual-path profilers, four average standard deviations will be determined, two for each section. To pass the repeatability test, each average standard deviation must not exceed 35 mils.

- **Equipment Accuracy**—the testing agency will establish the benchmark or reference profiles on the test section using static methods such as the rod and level, Dipstick and/or other suitable devices that provide unfiltered profiles. As a minimum, reference elevations will be collected at intervals no greater than 6 in.
  - The testing agency will use devices that measure and integrate differential elevations, such as the Dipstick and Walking Profiler, to establish the benchmark profiles. However, the testing agency will check the measurements from these devices with the rod and level at distances along the test wheel path that are multiples of the reporting intervals for these devices.
  - For the Dipstick, the reporting interval is 12 in.; for the Walking Profiler, it is 9.5 in. The testing agency will check benchmark profiles obtained from the Walking Profiler against rod and level measurements at 95-ft. intervals along the test wheel path. The testing agency will check Dipstick measurements against the rod and level at 100-ft. intervals and make reference profile measurements on the designated wheel path of each test section as well as on the lead-in to the section. The lead-in distance will be at least 300 ft.

8.3.2.7 Filter the reference profiles using the same filter type implemented with the profiler tested. For this purpose, the owner or manufacturer of the profiler will provide an IBM-
compatible computer program to accomplish this filtering. The testing agency will use
this program to filter the reference profiles for evaluating the accuracy of the
measurements from the profiler. This program must be set up to use a 200-ft. cutoff
wavelength and read the reference profile from an ASCII or text file that has the format
shown in Section 6.2. Additionally, the program must output the filtered reference profile
in an ASCII or text file according to the format given in Section 6. The testing agency
will keep the executable copy of the filter program.

8.3.2.8 Synchronize the test profiles, as necessary, so that the interval between reported
elevations is the same as the interval between points in the filtered reference profiles. To
evaluate accuracy, the average profile from the ten repeat runs on a given wheel path is
determined. This is done by computing the mean of the relative elevations from the ten
repeat runs on a point-by-point basis, i.e., at each reporting interval. In the same manner,
the average of the filtered reference profiles on the test wheel path is also determined.
Use at least three repeat measurements for the determination of the average filtered
reference profile. Differences between the average test profile and the average filtered
reference profile are then calculated, point-by-point. The average of these differences ($\mu_1$)
and the average of the absolute differences ($\mu_2$) are computed to establish the accuracy of
the inertial profiler. The average difference is a measure of the bias in the data from a
given profiler. The closer this statistic is to zero, the better the indication that a given
profiler does not tend to underestimate or overestimate the profile relative to the
reference used. It may be positive or negative. On the other hand, the average of the
absolute differences indicates the degree of agreement between the test and reference
profiles. The smaller the magnitudes of the absolute differences between the test and
reference profiles, the closer this statistic is to zero.

8.3.2.9 For single-path profilers, two sets of $\mu_1$ and $\mu_2$ are determined, one set for each test
section. For dual-path profilers, four sets of these statistics are determined, two for each
section. To pass the accuracy test, the average of the point-to-point differences, $\mu_1$, must
be within ±20 mils and the average of the absolute differences, $\mu_2$, must not be greater
than 60 mils for all sets of statistics determined.

8.3.2.10 The repeatability of the IRIs will be determined in the following manner:

- Compute 10 IRI values using the profiles from the 10 repeat runs made on a given
  wheel path.

- For each test wheel path, compute the standard deviation of the IRIs. For single-
  path profilers, determine two standard deviations, one for each section. For dual-
  path profilers, compute four standard deviations, two per section.

- To pass the repeatability test based on the computed ride statistics, each standard
  deviation of the IRIs determined in Step 2 must not exceed 3.0 in./mi.

8.3.2.11 The average of the IRIs is also determined for each wheel path. To evaluate the accuracy
of the IRIs from the test data, compare the average IRI against the corresponding average
determined from the unfiltered reference profiles. The absolute difference between the
average IRIs from the profiler and the reference must not exceed 12 in./mi. for each
wheel path tested.
9. **TEST RESULTS**

9.1 The testing agency will report the results of the certification tests to include the following information:

- identification of the profiler tested
- operator of the profiler
- names of the individuals from the testing agency who conducted the test
- date of test
- number of paths the profiler can measure in the same run
- filter type, name of the filter program, and the applicable program version number used to evaluate the profiler accuracy
- overall determination from the test: Pass or Fail
- individual test results determined from the profile data, which will include:
  - average standard deviation of repeat profile measurements
  - statistics, $\mu_1$ and $\mu_2$, for evaluating the accuracy of the profiles with respect to the reference
  - standard deviation of the IRIs computed from the profiles
  - the absolute difference between the average of the IRIs determined from the profiler test data on a given wheel path, and the average of the IRIs determined from the unfiltered reference profiles on the same wheel path and
  - the report will also label each test result with a ‘Pass’ or ‘Fail’ depending on whether the given test value meets or fails to meet the prescribed criterion.

The profiler must pass all tests to be certified. Place a decal on the profiler as evidence of certification by the certification agency. This decal will show the expiration date (month and year) of the certification.

10. **OPERATOR CERTIFICATION**

10.1 Operators of inertial profilers used for QA testing of pavement ride quality must pass a proficiency test and be certified to operate an inertial profiler in Texas. The Texas Transportation Institute (TTI) will administer the test for the Department. The test for the applicants for certification will include the following:

- current specification and/or special provisions for ride quality for pavement surfaces
- Tex-1001-S
- verification of profiler calibration and collection of profile data.

10.2 Applicants for operator certification must pass both written and practical examinations. The written examination will cover the following items:
10.2.1 *Ride Specification:*
- required documentation for equipment and operators under Surface Test Type B
- applicable areas profiled under Surface Test Type B
- quality assurance testing under Surface Test Type B.

10.2.2 *Tex-1001-S:*
- inertial profiler components
- verification of profiler calibration
- profile measurements with inertial profilers
- profile data format
- inertial profiler certification.

10.3 The practical examination will cover the following areas:
- verification of profiler calibration and
- profile measurements.

10.4 To qualify as a certified inertial profiler operator in Texas, the applicant must:
- pass the written examination with the score of 70% or higher
- pass the practical examination for verification of profiler calibration, demonstrated on the profiler provided by the applicant and
- pass the practical examination for profile measurements, demonstrated on the profiler provided by the applicant.

10.5 The applicant will demonstrate that he or she can perform the horizontal and vertical calibrations described under Section 4. Additionally, the applicant will perform profile measurements along a given route established by the testing agency. The route will be at least 2,500 ft. long, with designated 0.1-mi. test sections and “leave-out” segment(s). The applicant will profile the designated wheel paths of the test route in the specified direction following the procedures given in this test method. He/she will provide the test data in electronic files following the requirements stipulated in Section 6. For the practical examination, the applicant’s performance is evaluated as passing or failing. The applicant must pass both areas of the practical examination and obtain a score of 70% or higher in the written examination to qualify as a certified inertial profiler operator in Texas.

10.6 Upon passing the proficiency test, the testing agency will give the successful applicant an identification card, which will verify the certification to operate an inertial profiler for QA testing on Department paving projects. The card will identify the specific types or brands of inertial profilers for which the operator certification is valid. This card will also specify the issue date and the expiration date of the certification. The Department has the authority to revoke the card before the expiration date because of misuse.
10.7 Upon expiration, recertification of the operator will require successful completion of another proficiency test as described in this section for initial operator certification.

11. ARCHIVED VERSIONS

11.1 Archived versions are available.