



- c. Logistical arrangements (reserve block of rooms at or near selected site, meal arrangements, traffic control arrangements, etc.).
- d. Communication of final logistical arrangements to FHWA, TSSC and other three RCOCs.

2. Selection and marking of test sections in accordance with the following guidelines:

Four profile and one DMI test section shall be used. Where convenient, one of the profile test sites may be used for the DMI test section. The four profile test sections shall have the following attributes:

- a. Section 1 (AC-1): Asphalt concrete pavement structure with an IRI < 1.600 m/km (100 inches/mile)
- b. Section 2 (AC-2): Asphalt concrete pavement structure with an IRI > 2.200 m/km (140 inches/mile)
- c. Section 3 (PCC-1): Jointed portland cement concrete pavement structure with an IRI < 1.600 m/km (100 inches/mile)
- d. Section 4 (PCC-2): Jointed portland cement concrete pavement structure with an IRI > 2.200 m/km (140 inches/mile)
- e. The asphalt concrete pavement sections shall be reasonably consistent with the criteria for GPS 1, 2 and 6 test sections. AC overlays on PCC pavements shall not be used.
- f. The jointed PCC test sections shall be reasonably consistent with GPS 3 and 4, guidelines. PCC overlay test sections shall not be used.
- g. The test sections shall have a marked outside lane edge stripe that can be used as an outside lane edge reference.
- h. All test sections shall be located on flat tangent sections with sufficient length at each end to allow for acceleration to a constant speed prior to the section and safe deceleration past its end.
- i. Each test section shall be 152.4-m (500-ft) in length, with the beginning and end mark in compliance with LTPP test section marking guidelines. (There is no need for marking internal station locations.)
- j. Where possible, test sections should be located within a centralized locale with short travel distances between each test section to reduce travel time.
- k. Test sections do not have to be located on LTPP test sections; however, LTPP test sections can be used when convenient.

1. Test sections should be located on facilities permitting safe measurements at 35 mph.

An accurately measured section, 305-m (1,000-ft) long, shall be used as the DMI test section. A standard surveying tape, or equally accurate electronic method, shall be used in conformance with standard surveying practice to accurately locate the end point relative to the start point. The DMI test section shall be located on reasonably level pavement suitable for such testing (i.e. low traffic volume, adequate sight distances, operator safety, etc .)

3. Longitudinal profile measurements with Dipstick in accordance with the following guidelines:

Dipstick measurements shall be performed using the procedures outlined in **LTPP Manual for Profile Measurements, Operational Field Guidelines, Version 3.0, July 1997** (hereafter referred to LTPP Profile Manual). These measurements shall be performed within 14-days of the profiler comparison tests. On PCC test sections, the Dipstick measurements shall be performed at the same approximate time of day as expected for the collection of the profiler measurements. Only one set of Dipstick measurements, satisfying criteria specified in the LTPP Profile Manual, are required on each profile test section.

### **Profiler Comparison Tests (RCOCs)**

The profiler comparison tests shall consist of the following:

1. On each profiler measurement day, prior to commencement of comparison testing, the following initial calibrations shall be performed:

- a. DMI calibration and measurements

Immediately preceding the collection of profiler measurements, an initial DMI calibration shall be performed following procedures described in the LTPP Profile Manual. On each day that profiler measurements are performed, perform one measurement sequence on the DMI test section. The DMI measurement sequence shall consist of six repeat consecutive measurements. The DMI calibration factor should be reset if the recorded distances are found to be outside of the tolerance of 0.05% over the 305-m test section. A log should be kept on the results of all distance measurements conducted on the DMI test section, and any changes to the DMI calibration coefficients.

- b. Static height sensor calibration and measurements

Immediately preceding the the collection of profiler measurements, static calibration of the height sensors shall be performed following procedures outlines in the LTPP Profile Manual. These calibrations shall be performed indoors. On each profiler measurement day, static height sensor measurements shall be performed using the base plate, top leveling plate, and one of the calibration

blocks provided with the LTPP profiler. These measurements shall also be performed indoors, or in a location adequately sheltered from wind and other climate effects. Static measurements shall be performed for the following four positions:

- Position 1. Base Plate + Block 1 (75 mm vertical) + Leveling Plate
- Position 2. Base Plate + Block 1 (50 mm vertical) + Leveling Plate
- Position 3. Base Plate + Block 1 (25 mm vertical) + Leveling Plate
- Position 4. Base Plate + Leveling Plate

The average and standard deviation resulting from the measurements performed at each height shall be recorded and used for later analysis.

c. Accelerometer calibration

At the same time that the static height sensors are calibrated prior to the start of profile measurements, the accelerometer on each profiler shall also be calibrated following standard procedures. All calibrations shall be performed indoors. On each profile measurement day, accelerometer calibration checks (bounce test) shall be performed in accordance with procedures outlined in the LTPP Profile Manual. During this test period, the accelerometers should only be recalibrated if they are found to fall outside of tolerances.

2. Perform profiler measurements as follows:

Profiler measurements shall be performed on each test section on the same day. On each profile survey day, routine checks and measurement procedures shall be performed in accordance with current LTPP operational field guidelines for profile measurements, protocols and directives, except as follows:

- a. All data processing shall be performed using the latest active version of the PROQUAL software.
- b. It is desired that a single measurement sequence be performed on each test section on three consecutive days (weather permitting). The measurement sequences should be performed at the same approximate time of day, particularly on the PCC test sections. Each measurement sequence shall consist of two run sets; one set of runs at 56-kph (35-mph) and the other at 80-kph (50-mph). However, if severe overriding operational considerations make this infeasible, then it is permissible to perform all three measurement sequences on the same day on three of the test sections. However, on at least one test section, preferably one of the PCC sections, the three measurement sequences shall be conducted on consecutive days.
- c. The number of runs to include in each run set shall be determined in accordance with standard LTPP practice on acceptability of runs as contained in Section 2.2.5 Number of Runs, **LTPP Manual for Profile Measurements, Operational Field Guidelines, Version 3.0, July 1997**.

## Reports

Within 30-days after completion of the comparison testing, the RCOCs shall submit a report to the FHWA LTPP Office, with a copy to the TSSC, containing the following information:

- Test Section Description: Provide a description of the pavement test section location, physical and structural attributes, distress condition, and type of facility. Details should be given on those attributes of the test section which are suspected of influencing the profile measurements, such as meandering cracks in the wheel paths, highly variable transverse profile, etc. Detailed measurements are not required. Subjective based descriptions are satisfactory. (Note: this information shall be provided by the host RCOC to the other RCOCs prior to commencement of the comparison profiler tests).
- Equipment Description: Provide a brief description of the equipment used for the various measurements performed. In addition to the profile instrument, include a description of the distance measurement device used on the DMI test section.
- Test Procedure: Provide a summary of test dates description of all tests performed and procedures used.
- Test Results: Provide tables containing the following information based on statistics computed using the latest active version of the PROQUAL software for the five runs that would have been normally selected for upload to the LTPP IMS in accordance with standard procedures:
1. IRI summary table - for each test section, measured IRI values in each wheel path, average and standard deviation of the measurements conducted at the same speed on the same day.
  2. DMI measurements table - for each test date, individual length measurements of DMI test section and average and standard deviation from the six individual runs.
  3. Static height sensor measurements table - for each test date, average of 200 readings for the four required positions and calculated height of blocks for Positions 1 through 3. (Note: subtract average of readings for Positions 1 through 3 from average of readings for Position 4 to determine measured block heights).
- Analysis of Results: Review the results generated and compare with the following bias and precision criteria:

IRI Values

Bias:  $\pm 0.16$  m/km relative to Dipstick value  
Precision: 2F # 0.08 m/km

#### DMI Values

Bias: #0.05% over 305-m (1,000-ft ) test section  
Precision: 2F # 0.05% over 305-m (1,000-ft) test section  
t-test: five-sample bias from absolute distance measurements should be within confidence limits of  $-2.78 \leq t \leq 2.78$

#### Static Height Test Values

Bias:  $\pm 0.25$  mm  
Precision: 2F # 0.25 mm

On completion, discuss the results of the review and comparison; i.e., do the Dipstick and profiler yield similar IRI values on both wheel paths?, has the bias and precision criteria specified above been met?, etc. (Note: Dipstick data required to perform these analyses shall be provided by the host RCOC prior to commencement of the comparison profiler tests).

**Other Data and Files:** Provide paper work normally required for field profile operations, including Profiler Field Activity Report, Profiler Calibration Log, Major Maintenance or Repair Report (during the test period). Also submit printed out and computer files generated by the PROQUAL software and the on-board profiler software. Also submit profiler calibration log files from the profiler.

**Raw Data:** Submit the collected raw data on diskette. Provide documentation permitting identification of data files with device and measurement date. A copy of all data and forms from these tests shall be kept at the RCOC offices for future reference.

The length of the report shall be kept to a minimum unless major problems are encountered. If major problems are encountered, they shall also be reported using the profiler problem report (PROFPR) form. **All results shall be reported in SI (metric) units.**

On receipt of the RCOC reports, inter-regional comparisons and analyses of the test results shall be performed by the TSSC. A report summarizing the results of this effort shall be submitted to the FHWA LTPP Office within 60 days after receipt of the individual RCOC reports.

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