



























<b>Current PI 0mm/ PI 0in. Pay Factors</b>
--

**Table I. Pay Factors for roads with speed limit of >45mph**

<u>PI0mm (mm/km)</u>	<u>Percent</u>	<u>PI0.0in (in/mi)</u>	<u>Percent</u>
0 - 158	105%	0 - 10	105%
159 - 237	103%	10.1 - 15	103%
238 - 395	100%	15.1 - 25	100%
396 +	100%*	25.1 +	100%*

\* After Correction to 395 or less

\*After Correction to 25 or less

**Table II. Pay Factors for roads with speed limit of <=45mph**

<u>PI0mm (mm/km)</u>	<u>Percent</u>	<u>PI0.0in (in/mi)</u>	<u>Percent</u>
0 - 316	103%	0 - 20	103%
317 - 711	100%	20.1 - 45	100%
712 +	100%*	45.1 +	100%*

\* After Correction to 711 or less

\*After Correction to 45 or less

<b>Potential IRI (mm/km) (in/mi) Pay Factors</b>
--

**Table I. Pay Factors for roads with speed limit of >45mph**

<u>IRI (mm/km)</u>	<u>Percent</u>	<u>IRI (in/mi)</u>	<u>Percent</u>
0 - 634	105%	0 - 40	105%
637 - 845	103%	40.1 - 54	103%
847 - 1266	100%	54.1 - 80	100%
1267 +	100%*	80.1 +	100%*

\* After Correction to 1267 or less

\*After Correction to 80 or less

**Table II. Pay Factors for roads with speed limit of <=45mph**

<u>IRI (mm/km)</u>	<u>Percent</u>	<u>IRI (in/mi)</u>	<u>Percent</u>
0 - 1055	103%	0 - 67	103%
1058 - 2108	100%	67.1 - 134	100%
2111 +	100%*	134.1 +	100%*

\* After Correction to 2111 or less

\*After Correction to 134 or less

Above tables are for incentives.

Any corrective area is considered a marred area, and is subject to a 20% reduction.

## References

- [1] Sayers, M. W., and Karamihas, S. M., “The Little Book of Profiling” UMTRI (September 1998)
- [2] Scofield, L., “Profilograph Limitations, Correlations and Calibration Criteria for Effective Performance Based Specifications”, National Cooperative Highway Research Program Project 20-57, Task 53 (1992)
- [3] Smith, K. L., et. al. “Pavement Smoothness Index Relationships”, FHWA-RD-02-057 (October 2002)
- [4] Gagarin, N., Mekemson, J.R., and Lineman, L., “Effect of Accelerometer Accuracy on Inertial Profile Measurements for Proposed Certification Procedure,” Task Order 21, Turner-Fairbank Highway Research Center, Federal Highway Administration (November 2002, Revised September 2003)
- [5] Gagarin, N., Mekemson, J.R., and Lineman, L., “Accelerometer Study: Lightweight Experiment at Northern Virginia Sites,” Final report Task Order SEQS-48, Turner-Fairbank Highway Research Center, Federal Highway Administration (July 2003)
- [6] Karamihas, S. M., “2005 ACPA Profiler Repeatability Tests”, UMTRI-2005-35 (November 2005)
- [7] Gagarin, N., Mekemson, J. R., and Crowley, C. B., “Development of an Ultra-Light Inertial Profiler Prototype,” Task Order SEQS-49, Turner-Fairbank Highway Research Center, Federal Highway Administration (March 2004)
- [8] Karamihas, S. M., “Critical Profiler Accuracy Requirements”, UMTRI-2005-24 (September 2005)



ME				
MD	outer wheel path	0.1 mile	computer	contractor
MA				
MI	outer wheel path	Mile	by hand or computer	contractor
MN	center of lane	0.1 mile	computer, digital scan	contractor
MS	both wheel paths	0.1 mile	by hand or computer	contractor
MO	both wheel paths	0.1 mile	by hand or computer	contractor, State
MT	outer wheel path	0.1 mile	by hand or computer	State
NE	outer wheel path	0.1 mile	computer	contractor
NV				
NH				
NJ	center of lane			State
NM	both wheel paths	0.1 mile	by hand or computer	contractor
NY	both wheel paths	0.25 mile	by hand	contractor
NC	both wheel paths	600 ft	by hand	contractor
ND	outer wheel paths	0.1 mile	computer	State
OH	both wheel paths	0.1 mile	by hand or computer	contractor
OK	both wheel paths	0.1 mile	computer, digital scan	
OR	either wheel path	0.1 mile	by hand or computer	contractor
PA	both wheel paths	0.1 mile	by hand, computer, digital scan	contractor
PR	outer wheel path	0.1 mile	computer	State
RI	random	random		State



SC	both wheel paths	0.25 mile	by hand	State
SD	both wheel paths	0.1 mile	computer	contractor
TN	both wheel paths	0.1 mile	by hand	State
TX	both wheel paths	0.1 mile	by hand	contractor, State
UT	outer wheel path	0.1 mile	computer	contractor
VT				
VA				
WA	right wheel path	all	computer	contractor
WV	both wheel paths	0.1 mile	computer	State
WI	both wheel paths	0.1 mile	computer	contractor
WY	both wheel paths	0.1 mile		State

Source: American Concrete Pavement Association







































































































