

SCAN 2008



Reciprocity

- A Contractor's Perspective

How & Why do states require Certification?

- To ensure job consistency and quality, specs are met, and to ensure knowledge of individual unique procedures is addressed.
- Certification of project personnel is accomplished on a state-by-state basis.
- Specific levels of certification vary from two to six when building a PCC paving job.
- Affected job classifications include:
 - Batch operations
 - QC Techs
 - Paving personnel
 - Profiling/Coring Techs

SO, WHO CARES?!*

What's the concern?

Background Info

- **Main Line paving requires a highly specialized work force**
- **Limited numbers of PCC projects are let each year.**
- **By default, PCC contractors much cover a large geographic area simply to maintain adequate work loads to sustain an efficient, well-trained work force.**
 - **Compared to Asphalt industry: most contractors work in a small geographic area.**
- **A willingness to travel for extended periods of time is a necessary trait of the PCCP Industry work force.**

**If PCC contractors didn't work
over a wide area...**

**THEY COULD NOT
SURVIVE**

...SO, because all PCC contractors cover multiple states...

...And every state has different certification criteria...

The certification process becomes quite involved

How Involved is the process?

NC-6

SC-3

TN-3

FL-4

AL-2

MS-2

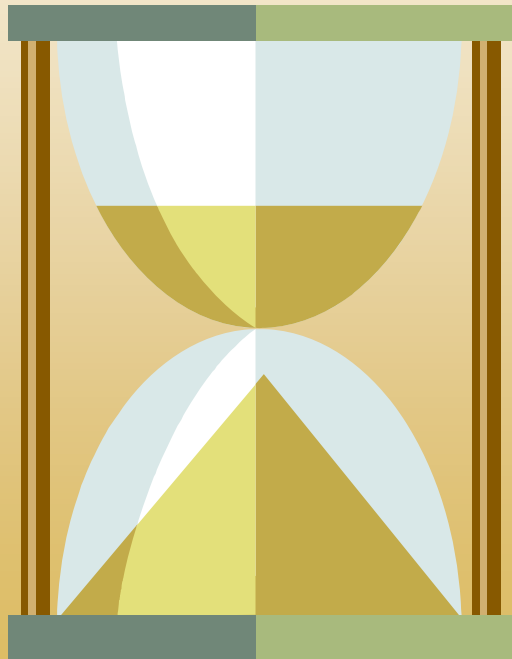
GA-2

What are the main issues?

- **Time**
- **Cost (Fee's, Travel, Lost Productivity)**
- **Availability of classes**
- **Certificates/Tests only in English**
- **Intent of process**
- **Certifications often geared toward Redi Mix, and Structure Applications.**

TIME

- Preparation 2 - 5 days
- Travel to site & back 1 - 2 days
- Class Time 2 - 5 days



5 - 12 days

COST

- **Fees** **\$100-500 per class**
- **Travel**
 - **Driving** **\$25-100**
 - **Lodging** **\$200-500**
- **Lost Productivity** – possibly the greatest expense yet
difficult to quantify
- **Consultants** **\$400-2000**

TOTAL \$725 - \$3100

Availability of Classes

- **Classes often full of DOT personnel in the early time slots**
- **Training opportunities often occur during peak paving times**
- **Substitutions are difficult**
- **Unattended class fees can not be recouped**
- **No current mechanism to get an individual certified quickly when a position becomes open “unexpectedly”.**

Certifications only in English

- Language barrier exists for largely Hispanic workforce
- Needed certifications hinder advancement.



Certifications geared to Redi-Mix & Structures

- PCC paving is rarely discussed
- Field testing for paving is generally not covered
- Paving personnel know little of bridge work
 - Therefore passing test questions very difficult
- DOT personnel will often inspect PCC paving in the same manner as bridge
 - Example
 - Chase meter
 - Pace of the pours
 - Size of lots (sublots)

Intent of the Process

- Is designed to produce qualified personnel
- Sometimes used in a punitive manner
- Certification requires little job experience
- National certifications not always state recognized.
- Test takers versus QC professionals

- **THE GOOD**

- Improved mix performance
- Improved monitoring of finished slab quality
- Contractors of unique specs inform

- **THE BAD**

- Many highly qualified paving personnel cannot pass the tests
- Classes often become specification reading sessions with little practical application of paving principles
- Passing tests does not equal Paving knowledge

What changes would be helpful?

- **Use ACI-Level 1 as the QC as the standard for jobsite testing (air, slump, temperature)**
- **Standardize batching and mix manipulations**
 - **Plant certifications across state lines**
- **Standardize mix design procedures and submittal.**
- **Privatize the certifications of state specific sites (PSI)**

Solutions that can help

- Utilization of National Certification programs to the greatest extent possible
 - ✓ Avoid duplication - Individual states should test only on state specific requirements
- Classes/Written tests availability
 - ✓ Why not web based
 - ✓ On-line testing overseen by a proctor or local agency

Benefits to States

- Costs for all current testing / certification requirements are passed along in bids.
 - Any savings of a “better way” will also be passed.
Expected productivity gains are the biggest.
- Uniform (and more fair) certification process will result in a higher number of qualified individuals.
- Should reduce the amount of state resources to administer their individual certification programs.
- States can spend more time emphasizing their individual differences (specs, best practices) than having to cover the full spectrum of procedures and testing.

THOUGHTS???

**Does the Certification process
improve the PCC paving product?!**

