



Memorandum

U.S. Department
of Transportation

6300 Georgetown Pike
McLean, Virginia 22101

**Federal Highway
Administration**

Subject: **ACTION:** LTPP Directive D-37
LTPP Distress Data Collection Procedures for Surface
Patches Such as Spray, Slurry Seal, Skin, or Other Thin Patches on Cracks

Date: February 5, 2004

From: Jack Springer *Jack Springer*
Long Term Pavement Performance Team

Reply to
Attn of: HRDI-13

To: Dr. Frank Meyer, PM - LTPP North Atlantic Regional Contract
Dr. Frank Meyer, PM - LTPP North Central Regional Contract
Mr. Mark Gardner, PM - LTPP Southern Regional Contract
Mr. Kevin Senn, PM - LTPP Western Regional Contract
Mr. John Hunt, PI - LTPP Distress Data Collection Contract

Attached is Long Term Pavement Performance (LTPP) Program Directive D-37, which clarifies procedures to be used when rating surface patches such as spray, slurry seal, skin, or other thin patches on cracks.

Please make this directive available to all personnel involved in distress data collection and processing.

If you have any questions concerning this transmittal, please do not hesitate to call me at (202) 493-3144.

Attachment



LONG TERM PAVEMENT PERFORMANCE PROGRAM DIRECTIVE



For the Technical Direction of the LTPP Program

Program Area: Monitoring

Directive Number: D-37

Date: January 8, 2004

Supersedes: N/A

Subject: LTPP Distress Data Collection Procedures for Surface Patches
Such as Spray, Slurry Seal, Skin, or Other Thin Patches on Cracks

Recent surveys of thin surface patches have raised the problem of how to treat cracks which are covered or sealed with temporary maintenance treatments, such as surface, spray, slurry seal, skin, or other thin patches when the crack(s) reappear(s) after the patch begins to wear away. Effective immediately the following procedures are to be followed:

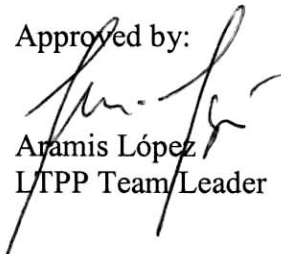
1. Surface patches that completely cover the cracks are to be rated as patches (ACP-7, JCP15 or CRCP-11).
2. If the surface patch has worn away sufficiently to reveal the underlying crack(s) in the pavement and the crack(s) existence can be verified on prior surveys, then also rate as a crack (cracks), i.e., fatigue, transverse or longitudinal. Any new crack(s) in the original pavement layer that appear in the affected area should also be rated.
3. Continue to rate the surface patch as a patch until it no longer meets the size criteria (greater than 0.1 square meter).

This follows our maxim of rating what we see.

All test sections where it is known that this problem exists should be reviewed and appropriate changes made to the affected map sheets, summaries, etc. The database shall be updated with the new information by the June 2005, upload.

Prepared by: FHWA

Approved by:


Aramis López
LTPP Team Leader