Memorandum

U.S. Department
of Transportation

**Federal Highway
Administration**

6300 Georgetown Pike
McLean, Virginia 22101

Subject: **ACTION**: LTPP Directive D-38
Correction to Data Sheet 10 in LTPP Distress Identification Manual

Date: August 3, 2004

From: 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

Attached is Long Term Pavement Performance (LTPP) Program Directive D-38, which corrects data sheet 10 in the Distress Identification Manual for the Long-Term Pavement Performance Program.

Please make this directive and copies of the corrected data sheet 10 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-38
Date:	August 3, 2004	Supersedes:	N/A
Subject:	Correction to Data Sheet 10 in LTPP Distress Identification Manual		

The current version of the subject data sheet does not provide space for writing the number of the actual faultmeter device used in the field. The attached version of the Data Sheet will be used for the collection of lane-to-shoulder drop-off on continuously reinforced concrete pavements (CRCP) effective immediately. The revision in the data sheet provides a space for specifying the faultmeter number.

Distress raters from the Regional Support Contractors will identify the number of the faultmeter device used to collect faulting and lane-to-shoulder drop-off data on Data Sheets 6, 7, and 10, as appropriate. The actual coding of the device type will be completed in the office. A separate IMS directive addresses the appropriate device type code and any necessary changes in historical data.

Questions concerning this directive should be addressed to the FHWA LTPP team member responsible for distress operations, with a copy to the LTPP Technical Support Services Contractor.

Prepared by: TSSC Team

Approved by:

for Aramis López
LTPP Team Leader

SHEET 10

DISTRESS SURVEY

LTPP PROGRAM

STATE CODE __ __

SHRP SECTION ID __ __ __ __

DATE OF DISTRESS SURVEY (MONTH/ DAY/ YEAR) __ __/ __ __/ __ __

SURVEYORS: __ __ __, __ __ __

FAULTMETER NO. _____

DISTRESS SURVEY FOR PAVEMENTS WITH CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)

9. LANE-TO-SHOULDER DROPOFF

10. LANE-TO-SHOULDER SEPARATION

Point No.	Point[1] Distance (Meters)	Lane-to-Shoulder[2] Dropoff (mm)	Lane-to-Shoulder Separation (mm)	Well Sealed (Y/N)
1.	0.0	__ __ __	__ __ __	__
2.	15.25	__ __ __	__ __ __	__
3.	30.5	__ __ __	__ __ __	__
4.	45.75	__ __ __	__ __ __	__
5.	61.0	__ __ __	__ __ __	__
6.	76.25	__ __ __	__ __ __	__
7.	91.5	__ __ __	__ __ __	__
8.	106.75	__ __ __	__ __ __	__
9.	122.0	__ __ __	__ __ __	__
10.	137.25	__ __ __	__ __ __	__
11.	152.5	__ __ __	__ __ __	__

Note 1. Point Distance is from the start of the test section to the measurement location. The values shown are S1 equivalents of the 50 ft spacing used in previous surveys.

Note 2. If heave of the shoulder occurs (upward movement), record as a negative (-) value. Do not record (+) sign, positive values are assumed.