LONG TERM PAVEMENT PERFORMANCE PROGRAM DIRECTIVE



For the Technical Direction of the LTPP Program



Program Area:	General Operations	Directive Number:	GO-32
Date:	June 30, 2003	Supersedes:	N/A
Subject:	Scheduling of Final Monitoring on Close-Out Test Sections		

Existing LTPP monitoring policy requires that one final round of pavement performance measurements (profile, distress and deflection) be conducted on test sections that fall within the close-out monitoring category, preferably at the end of their current life cycle when a rehabilitation treatment is applied or before the test section is taken out-of-study at the option of the highway agency. The objective of this last suite of measurements is to maximize the investment in these test sections by obtaining a minimum level of performance information over the current pavement cycle.

Due to the possibility of highway agencies performing unreported rehabilitation on LTPP test sections, the Regional Support Contractors (RSCs) shall consider the following factors when scheduling the final round of measurements on test sections in the close-out monitoring category prior to agency notification of a planned rehabilitation treatment application:

- A final round of measurements shall be conducted by the end of the year on close-out test sections for which the highway agency has (1) not provided annual estimates of traffic loading for the previous year by April15 or (2) indicated they are not willing to support the test section.
- Consideration shall be given to scheduling the final round of measurements on close-out test sections located in remote areas of the region, which require above average expenditures to monitor, in order to minimize program costs.
- Consideration shall be given to scheduling the final round of measurements on close-out test sections located within the jurisdiction of agencies with a track record of application of unreported proscribed treatments.
- Consideration shall be given to scheduling the final round of measurements on close-out test sections that, in the opinion of the RSC Project Manager, have deteriorated to a condition such that interpretation of deflection measurements are compromised by extensive cracking in the test locations, roughness of the section imparts excessive wear on the profiler, or conditions exists that might pose a safety hazard to the public.

- Consideration shall be given to scheduling the final round of measurements on close-out test sections for which the RSC Project Manager suspects the quality of data being provided by the highway agency is not suitable for research purposes.
- Consideration shall be given to scheduling the final round of measurements on close-out test sections for which maintenance data have not been received from the highway agency more than one year after application of the treatment.

Prior to actual conduct of the measurements, the RSCs shall request approval from FHWA on close-out test sections recommended for final monitoring. The reason(s) why each section has been recommended for final round monitoring shall also be included with the request.

Although this directive primarily addresses test sections in the close-out monitoring category, the factors considered in scheduling the final round monitoring may also apply to test sections in other monitoring categories. Accordingly, the RSCs shall also consider the factors listed in this directive when making the decision on performance of responsive monitoring on test sections not in the close-out category.

Questions concerning this directive should be addressed to the FHWA LTPP Team staff member responsible for regional operations, with a copy to the TSSC.

Prepared by: TSSC Team

Approved by:

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