Memorandum

U.S. Department
of Transportation

**Federal Highway
Administration**

6300 Georgetown Pike
McLean, Virginia 22101

Subject: **ACTION**: LTPP Directive GO-68
Pavement Performance Monitoring Guidelines

Date: February 22, 2019

From: Deborah Walker
Long-Term Infrastructure Performance Team

DEBORAH WALKER Digitally signed by DEBORAH WALKER
Date: 2019.02.22 14:54:21 -05'00'

Reply to
Attn of: HRDI-30

To: Mr. Gabe Cimini, PM - LTPP Data Collection Contract

Attached is the Long-Term Pavement Performance (LTPP) Program Directive GO-68. This directive contains pavement performance monitoring guidelines intended to optimize use of available LTPP program resources. This directive supersedes GO-63. Please ensure that all personnel involved are aware of this new requirement.

If you have any questions concerning this directive, please do not hesitate to call me at (202) 493-3068.

Attachments (1)

FHWA:HRDI-30:DWalker:JHarris:202-493-3068:02/22/19
File: M:\LTPP Directives\GO\GO-68
cc:
Jonathan Groeger
Directive Binder
LTPP Team
Official file

LONG-TERM PAVEMENT PERFORMANCE PROGRAM DIRECTIVE

For the Technical Direction of the LTPP Program

Program Area:	General Operations	**Directive Number:**	GO-68
Date:	February 22, 2019	**Supersedes:**	GO-63
Subject:	*Pavement Performance Monitoring Guidelines*		

Pavement Performance Monitoring Plan and Schedule

The Long-Term Pavement Performance (LTPP) Data Collection Contractor (DCC) shall develop a three-month pavement performance monitoring plan and schedule for active test sections. The monitoring plan and schedule shall be included in the quarterly reports submitted to the Federal Highway Administration (FHWA) and posted in the Field Operations part of LTPP InfoPave™. The DCC shall keep the posted schedule updated. The monitoring plan and schedule shall follow the guidelines and considerations in this directive.

Pavement Performance Monitoring Plan and Schedule Guidelines

The following considerations, priorities, and factors shall be considered when developing the pavement performance plan and schedule.

- Highest priority shall be assigned to test sections scheduled for a construction event that will cover the test section surface. Since this construction activity will take a test section out-of-study, the final monitoring prior to the construction event shall consist of a manual distress survey and longitudinal profile/texture/transverse profile measurements with the LTPP High-Speed Survey (HSS) vehicle. While deflection measurements should be considered for all test sections going out-of-study, they are not required.
- Test sections in poor condition which are expected to receive a terminal construction event, or in the close-out monitoring category should be given priority over test sections in good condition.
- Manual distress surveys and HSS measurements shall be done at the same time when possible or scheduled within two months of each other.
- Consideration shall be given to scheduling HSS measurements at a different time of the year from previous measurements. This is a prime consideration in frost regions where these measurements tend not to be performed in the winter due to practical budget considerations. The DCC shall establish logistical plans so that economical seasonal HSS measurements on all active test sections are practical.

The following are desired and maximum measurement frequencies for all active LTPP test sections:

- For most test sections, annual HSS measurements are desired, with a maximum allowable 2-year interval between measurements. For Specific Pavement Study test sections that have an active weigh-in-motion (WIM) scale reporting data to LTPP, annual HSS measurements shall be performed on active test sections, and longitudinal profile measurements on the active WIM scale location.
- Manual distress measurements are desired at two-year intervals, with a maximum 3-year interval between surveys.

The DCC shall notify FHWA three months prior to the time of when a maximum monitoring frequency interval on an active test section might be exceeded. This notification shall include plans to either address the deficiency or recommendations related to taking the test section out-of-study.

Deflection measurements must be approved by FHWA on a case-by-case basis. Consideration shall be given to performing at least three sets of deflection measurements on test sections in the SPS-10, Warm-Mix Asphalt Overlay of Asphalt Pavements, experiment.

Prepared by: TSSC

Approved by:

JEAN NEHME Digitally signed by JEAN NEHME
Date: 2019.02.22 15:01:44 -05'00'

Jean Nehme
Long-Term Infrastructure Performance Team Leader