



U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

6300 Georgetown Pike
McLean, Virginia 22101

Subject: **ACTION:** LTPP Directive D-22
LTPP Manual Distress Data Collection Procedures
on Asphalt Concrete Pavements

Date: September 24, 2001

From: Jack Springer 
Long Term Pavement Performance Team

Reply to
Attn of: HRDI-13

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

Attached is the Long Term Pavement Performance (LTPP) Program Directive D-22, which makes changes to the Distress Identification Manual (DIM) that are to be implemented when conducting distress surveys on AC pavements. 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

FHWA:HRDI-13:BBellinger:mad:493-3156:9/24/01

File: c:\mdeeney\directives\distress\D-22.wpd

cc:

John Miller (TSSC)

Gonzalo Rada (TSSC)

Aramis López

Jack Springer

Monte Symons

Luis Rodriguez

Directive File

Official File

Chron



LONG TERM PAVEMENT PERFORMANCE PROGRAM DIRECTIVE



For the Technical Direction of the LTPP Program

Program Area: Monitoring

Directive Number: D-22

Date: September 24, 2001

Supersedes: NA

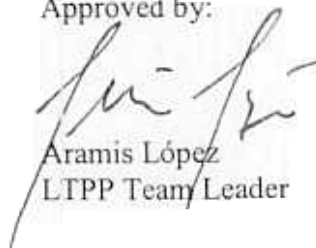
Subject: LTPP Manual Distress Data Collection Procedures on Asphalt
Concrete Pavements

A recent review of 'reflection cracking at joints' data revealed inconsistencies and misunderstandings in the way reflection cracking has been rated in the past. Also, the "Distress Identification Manual for the Long-Term Pavement Performance Project" (DIM) is unclear on the treatment of pavements with block cracking that is progressing into a higher order distress, i.e., fatigue. Effective immediately the following changes to the DIM are to be implemented when conducting distress surveys on AC pavements:

1. Add the following to the 'How to Measure' paragraph for block cracking (page 10): "If fatigue cracking exists within the block cracking area, that area should be rated as fatigue cracking. If the block cracking pattern can still be determined outside or between the wheelpaths, it should be rated as block cracking minus the area of fatigue cracking. Note: An occurrence of block cracking should be at least 15 m long before rating as block cracking."
2. Add the following to the 'How to Measure' paragraph for the reflection cracking at joints (page 15): "Note: Reflection cracking at joints is expected on GPS-7a, GPS-7b and certain SPS-6 and SPS-9 test sections. Longitudinal and transverse cracking on SPS-6 and SPS-9 crack/seal and rubblized test sections is not considered reflection cracking."
3. Replace the map sheets on pages 112-116 with those attached.

Prepared by: FHWA

Approved by:


Aramis López
LTPP Team Leader

Attachment

Reviewer:

Surveyors:

Pavement Temp:

State Assigned ID

State Code

Date:

Date:

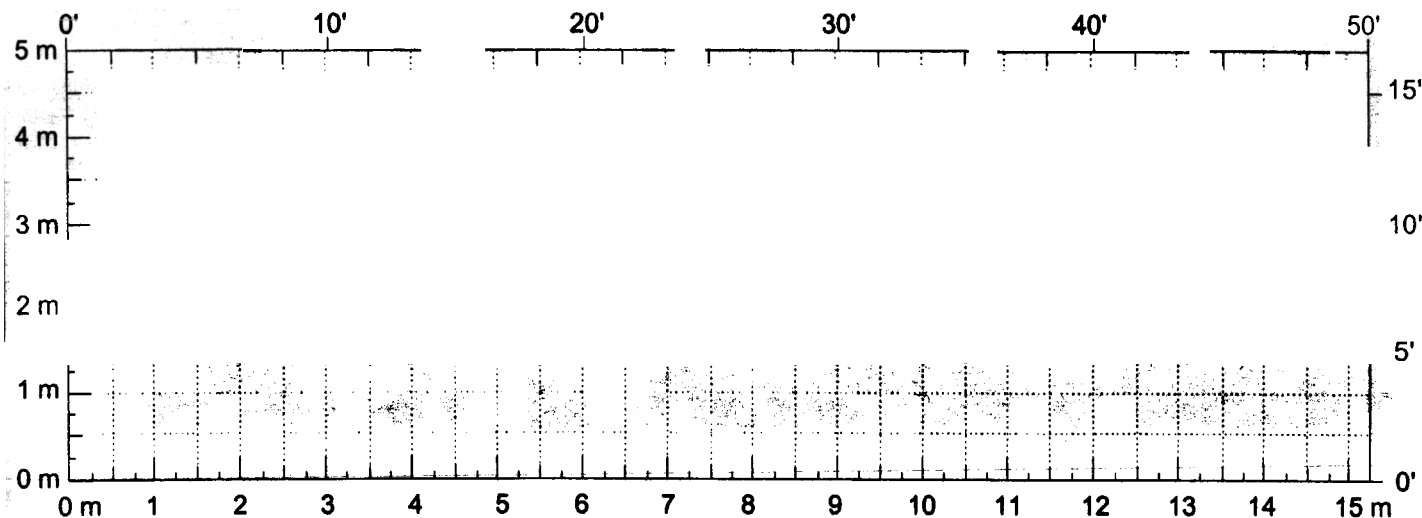
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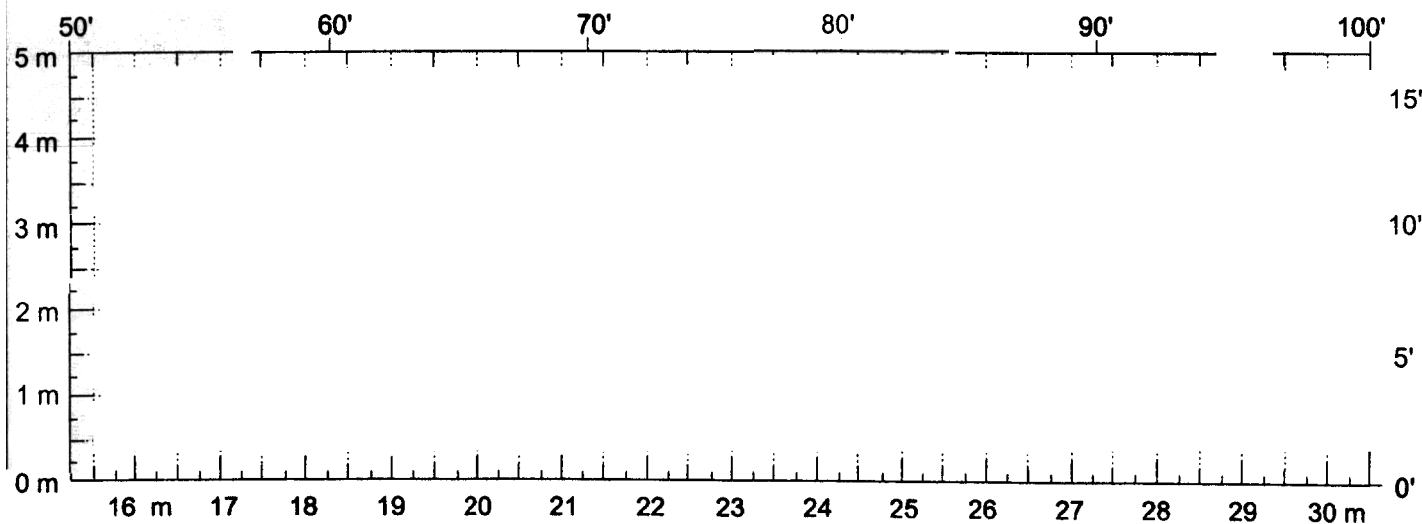
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Section Summary

Sheet Summary



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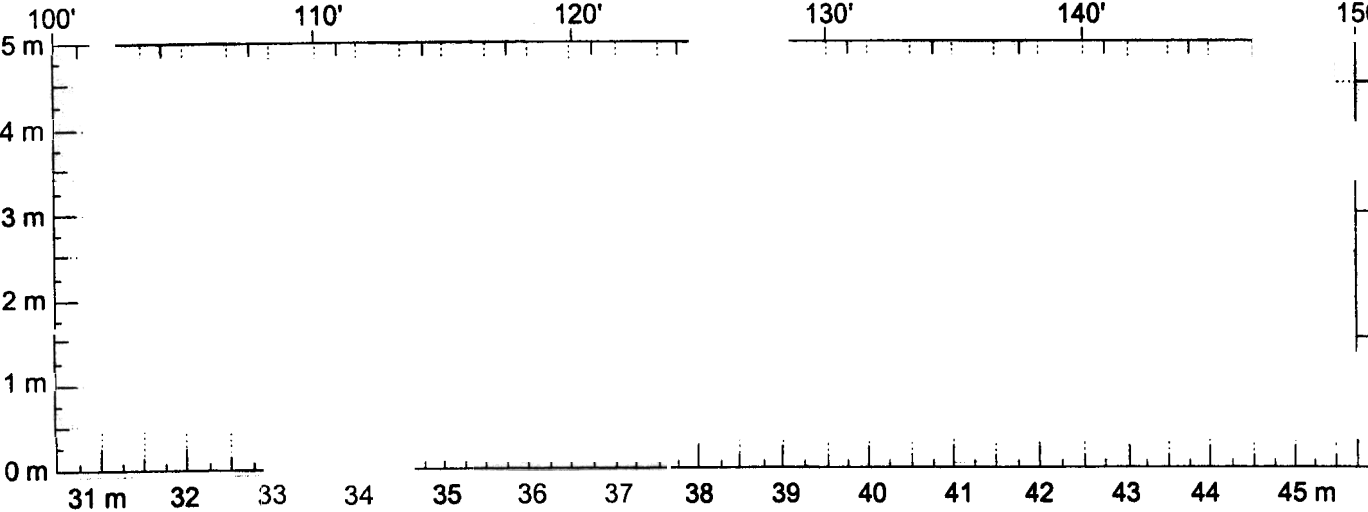
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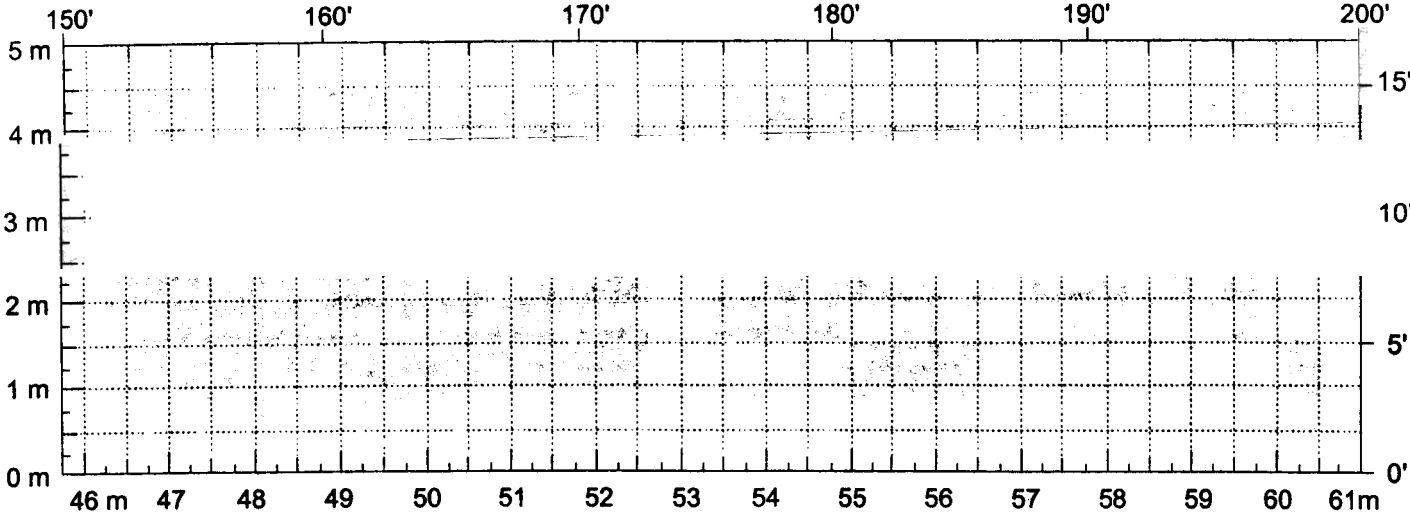
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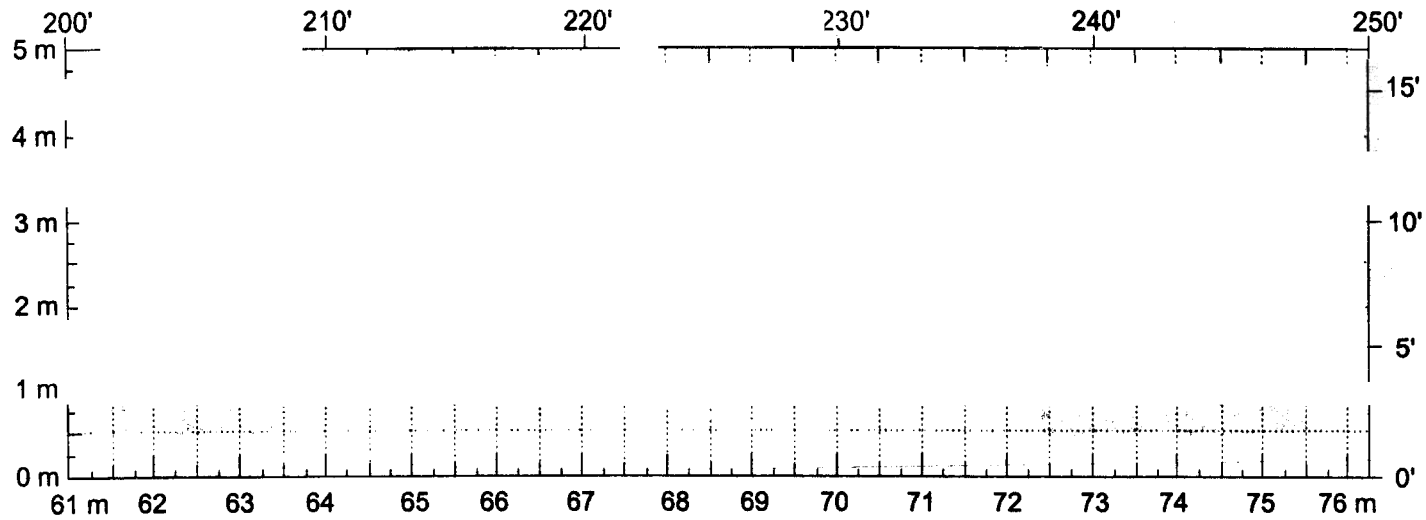
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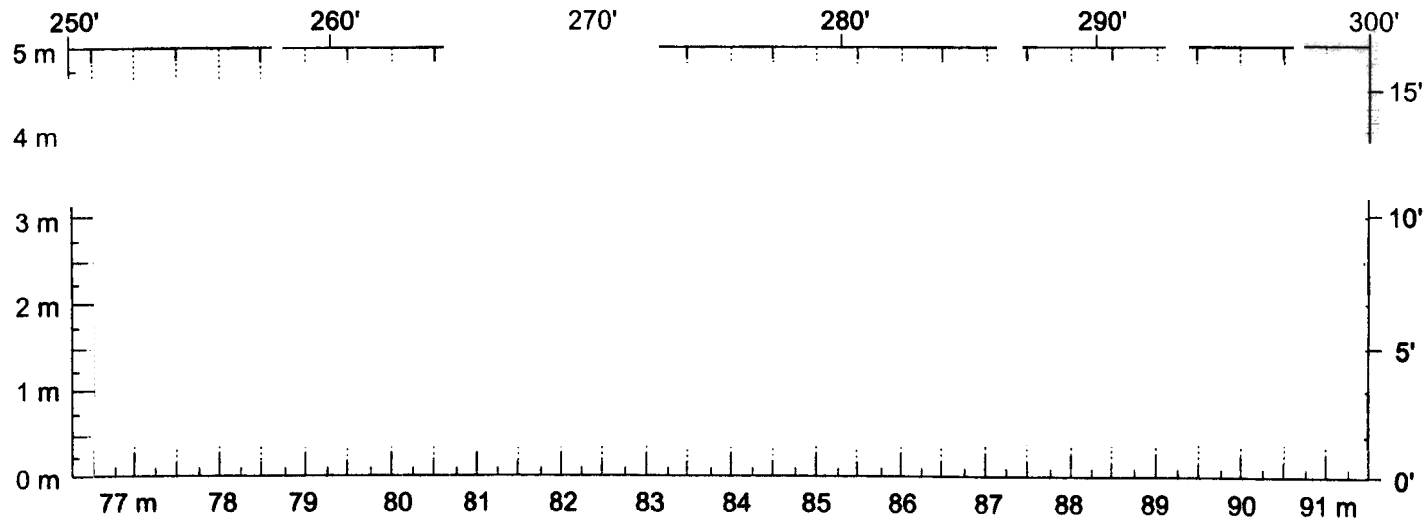
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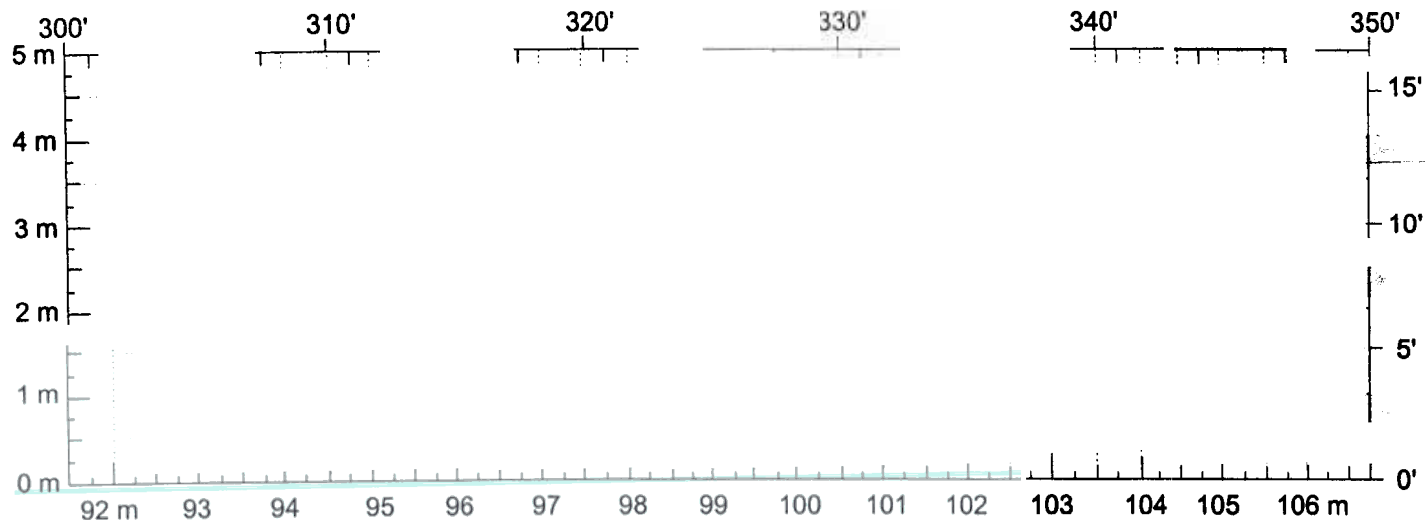
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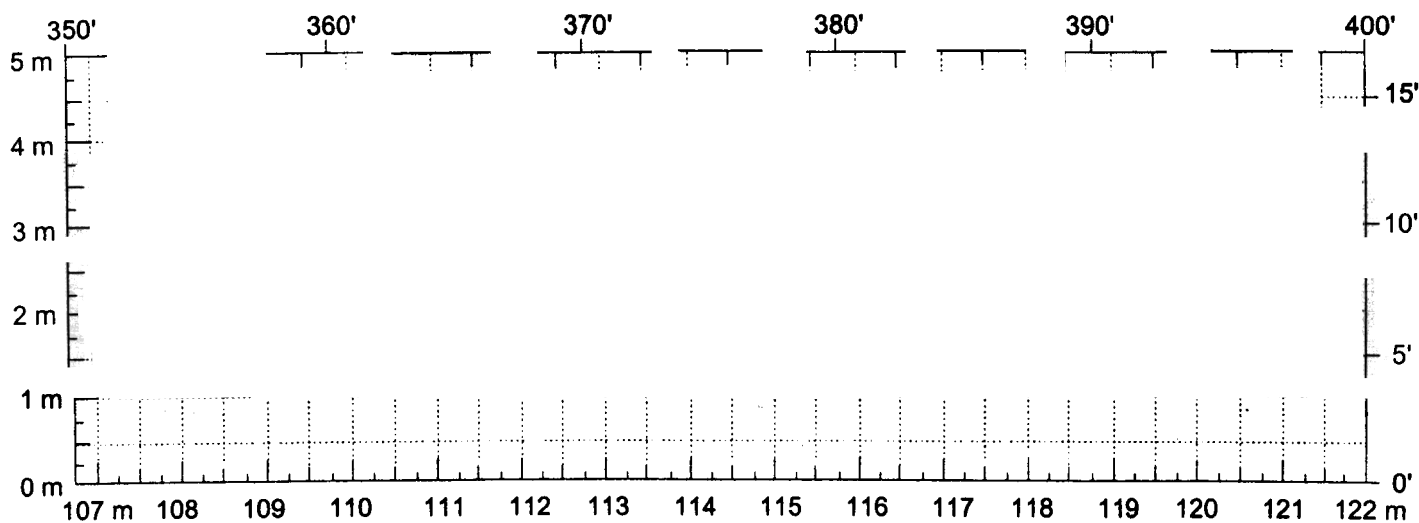
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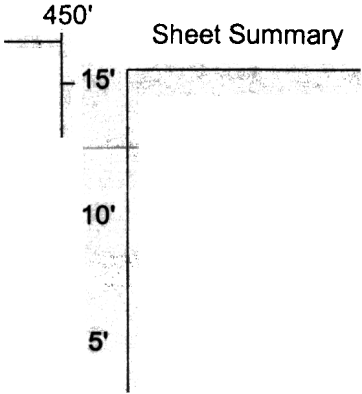
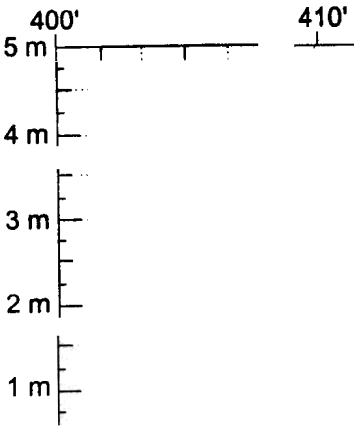
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Pavement Temp:

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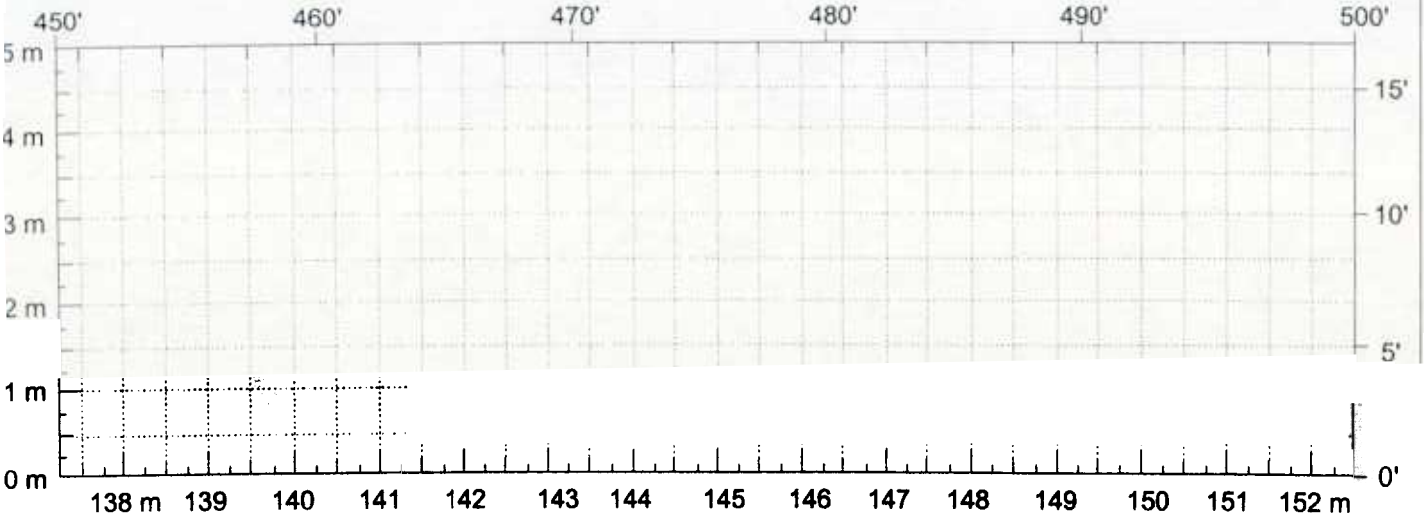
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