

LONG-TERM PAVEMENT PERFORMANCE PROGRAM DIRECTIVE



For the Technical Direction of the LTPP Program



Program Area:	General Operations	Directive Number:	GO-68
Date:	October 9, 2018	Supersedes:	GO-63
Subject:	<i>Pavement Performance Monitoring Guidelines</i>		

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.

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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.
- Bi-annual manual distress measurements are desired, 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.

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