

# LONG TERM PAVEMENT PERFORMANCE PROGRAM DIRECTIVE



For The Technical Direction Of The LTPP Program



**Program Area: Monitoring**

**Directive Number: D-6**

**Date: April 27, 1995**

**Supersedes: n/a**

**Subject: Policy on Distress Data Collection**

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Manual distress surveys have been the back-up method for gathering distress data since the beginning of the Long Term Pavement Performance Program (LTPP); however, their use as a primary data collection method has significantly increased in recent years. Significant limitations were initially associated with this method. The lack of consistency between raters was not recognized (or quantifiable) because the number of manual surveys conducted was somewhat limited. There also was no overall quality assurance system at that time to assess those early surveys, outside of the RCOC. However, an increasing number of manual surveys were performed and when the PASCO films were first being interpreted, significant differences in results were identified. These differences were caused mostly by the ambiguities in the early versions of the distress identification manual. This led to the development of the LTPP distress identification workshops. Many revisions to the manual were made as a result of these workshops to achieve more consistency. As the manual has been improved and with the implementation of the distress rater accreditation program in 1992, the rater variability has been reduced significantly. This is based on the reduction in between-rater variability observed among the LTPP raters attending their second accreditation workshop. The "Distress Identification Manual for the Long-Term Pavement Performance Project", SHRP P-338, May 1993, is the culmination of the early workshop efforts.

The following policies, based on the developmental history and years of use throughout the LTPP program, are mandated, effective immediately:

1. The "Distress Identification Manual for the Long-Term Pavement Performance Project", SHRP P-338, May 1993 will be the basis for all distress surveys performed for the LTPP. All definitions and procedures contained in the DIM shall be followed except as noted on the attached errata sheet.
2. Only distress data that has been collected by personnel who have a current accreditation may be entered into the IMS.
3. All distress surveys will be audited, for quality control purposes, in the RCOC

office prior to entry into the IMS. The audit shall be performed by an accredited LTPP distress rater other than the person who performed the survey.

4. During the survey or during the audit process any existing distress surveys will be reviewed to insure uniformity in data collection. Radical changes in distresses found will be noted and entered into the IMS as a comment.

Any questions regarding this directive should be submitted to the FHWA LTPP Division with a copy to the LTPP Technical Assistance Contractor (TAC).

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Approved by:

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## ERRATA SHEET

“Distress Identification Manual for the Long-Term Pavement Performance Project”,  
SHRP-P-338 1993.

### Jointed Portland Cement Concrete Surfaces

page 48, 5. Joint Seal Damage

5a. Transverse Joint Seal Damage

How to Measure

ADD: “Any joint seal with no apparent damage is considered to be LOW severity.”

### Continuously Reinforced Concrete Surfaces

Page 68, 3. Transverse Cracking

Severity Levels

Delete description for LOW and replace with the following:

“Cracks that are not spalled or spalled less than or equal to 10% of the crack length.”

Page 69, How to Measure

Replace the first sentence with the following:

“Record the total number of transverse cracks within the survey section.”