



Memorandum

U.S. Department
of Transportation

6300 Georgetown Pike
McLean, Virginia 22101

**Federal Highway
Administration**

Subject: **ACTION**: LTPP Directive D-24
LTPP Manual Distress Data Collection Procedures
on Asphalt Concrete Pavements

Date: February 11, 2002

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-24, which makes changes to the Distress Identification Manual (DIM) that are to be implemented when conducting distress surveys on AC pavements. Effective immediately, "Reflection Cracking at Joints" data (ACP 5) will no longer be recorded. Cracks over joints on AC overlays will be rated as "Longitudinal Cracking" (ACP 4) or "Transverse Cracking" (ACP 6). All existing reflection cracking data must be reviewed and changed to longitudinal cracking or transverse cracking as appropriate.

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



LONG TERM PAVEMENT PERFORMANCE PROGRAM DIRECTIVE



For the Technical Direction of the LTPP Program

Program Area: Monitoring

Directive Number: D-24

Date: February 11, 2002

Supersedes: D-22

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

Reviews of 'Reflection Cracking at Joints' (ACP 5) data revealed numerous inconsistencies in the way reflection cracking has been rated in the past. Effective immediately the following changes to the DIM are to be implemented when conducting distress surveys on AC pavements:

1. DELETE the note following 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/seat and rubblized test sections is not considered reflection cracking."
2. ADD the following note to the 'How to Measure' paragraph for the reflection cracking at joints (page 15): "Note: Not recorded on LTPP surveys."
3. Replace the 'Sheet 1' on page 117 with the one attached.

All test sections that have 'Reflection Cracking at Joints' (ACP 5) data recorded on past surveys shall be changed to 'Longitudinal Cracking' (ACP 4) or 'Transverse Cracking' (ACP 6). All affected map sheets, summaries, CD-Rom disks, PADIAS files and the database shall be updated with the new information by the June 1, 2002, upload.

Prepared by: FHWA

Approved by:

Aramis López
LTPP Team Leader

Attachment