



U.S. Department
Of Transportation

**Federal Highway
Administration**

Memorandum

6300 Georgetown Pike
McLean, Virginia 22101

Subject: **ACTION**: LTPP Directive IMS-113
Removal of Reflection Cracking and Joint Seal Damage from the IMS

Date: March 18, 2004

From: Eric Weaver 
Long Term Pavement Performance Team

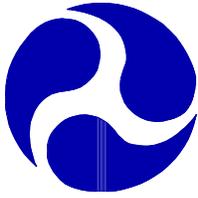
Reply to
Attn of: HRDI-13

To: Dr. Frank Meyer, PM - LTPP North Atlantic Regional Contract
Dr. Frank Meyer, PM - LTPP North Central Regional Contract
Mr. Mark Gardner, PM - LTPP Southern Regional Contract
Mr. Kevin Senn, PM - LTPP Western Regional Contract

Attached is the Long Term Pavement Performance (LTPP) Program directive IMS-113: Removal of Reflection Cracking and Joint Seal Damage from the IMS. Instructions are provided to the TSSC for the removal of fields related to reflection cracking and joint seal damage from the IMS. Please ensure that all personnel involved with the IMS are aware of this new directive.

Should you have any questions or would like to discuss this directive, please do not hesitate to contact me at 202-493-3153.

Attachments



LONG TERM PAVEMENT PERFORMANCE PROGRAM DIRECTIVE



For the Technical Direction of the LTPP Program

Program Area: IMS

Directive Number: I-113

Date: March 18, 2004

Supersedes: n/a

Subject: Removal of Reflection Cracking and Joint Seal Damage from the IMS

Background

This directive is intended to provide instruction to the TSSC to remove fields related to reflection cracking and joint seal damage from the IMS. A decision was made to discontinue rating reflection cracking during distress surveys due to the inability of a manual distress rater, or automated distress interpretation to verify the failure mechanism responsible for crack formation. Because of this uncertainty, all previous data, specified as reflection cracking, appearing in the database was considered unreliable, and therefore was moved to either transverse or longitudinal cracking fields. A decision was made to discontinue rating joint seal damage on film because of limitations with regard to rating automatically.

An effort to reprocess data in original *_PADIAS_* tables is underway. As this data is reprocessed, it is populated in *_PADIAS42_* tables and corresponding data is removed from the original *_PADIAS_* tables. Eventually all data in the original *_PADIAS_* tables will be removed, and the tables will also be removed from the IMS.

The removal of these fields, and associated modifications to the Data Dictionary, QC, filter program, input form(s) and QC manual shall be done prior to the November 2004 upload. The TSSC shall provide the RSCs with instructions necessary to make adjustments to the RIMS as part of the associated software release.

Instructions for removal of reflection cracking and joint seal damage fields:

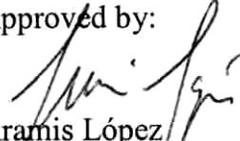
1. Remove all fields in the MON_DIS_AC_REV, and MON_DIS_PADIAS42_AC table whose name begins with REFL
2. In the MON_DIS_PADIAS42_CRCP table, remove the following fields:
LONG_JT_SEAL_NO and LONG_JT_SEAL_DAM_L
3. In the MON_DIS_PADIAS42_JPCC, remove the following fields:
LONG_JT_SEAL_NO, LONG_JT_SEAL_DAM_L, JT_SEALED,

JOINT_SEAL_TRANS_NO_L, JOINT_SEAL_TRANS_NO_M, and
JOINT_SEAL_TRANS_NO_H

4. Remove entries in LTPPDD corresponding to the removed fields
5. Modify the PDIAS42 filter program to no longer load entries in the upload file for the removed fields (the upload file format shall stay the same)
6. Modify the input form for MON_DIS_AC_REV to remove entry of values into the removed fields
7. Remove checks on the removed fields in the QC programs
8. Remove the checks on the removed fields from the QC manual

Prepared by: FHWA

Approved by:



Aramis López
LTPP Team Leader