LTPP: Looking to the Future

Southeast Pavement Management and Design Conference
Nashville, TN
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Current Activities
Data Collection

- Distress
  - Reflection Cracking
  - New Distress Identification Manual
  - Manual Georgia Faultmeter
- FWD
  - Calibration Centers
- Profile
- Weather Stations

- Seasonal Monitoring
- MATERIALS
- TRAFFIC
- GPR
  - FCC
- Drainage
  - Edge Drain Inspection
Materials Testing

- Missing 48% of the materials test.
- New LTPP Materials testing contract.
- LTPP Testing
  - Resilient Modulus Testing.
  - Coefficient of Thermal Expansion.
- Material ETG developing plan.
Traffic Data

- Need five years of continuous WIM data on SPS projects.
- Traffic Pool Fund Study.
- Various ways to participate in study.
  - Install bending plate.
  - Evaluation of existing site.
  - Data collection by LTPP contractors.
- Contact Larry Wiser @ 202-493-3079.
Maintaining Test Sections

- Less than 2000 active test section.
- Rehabilitation test sections needed.
- SPS to GPS.
- States Assistance.
  - Notify LTPP when maintenance/rehab planned.
  - Traffic Control.
  - Material testing.
Data Analysis

- New contract on street.
- Data analysis strategic plan.
  - Data analysis ETG.
  - Placemat.
  - Table cloth.
Products

- DataPave 3.0
- FWD temperature correction
- Resilient Modulus for Unbound Materials
- SMP CD’s
- New Distress Identification Manual(03)
What Lies Ahead for LTPP

- TEA -21 Expires in 2003
- AASHTO Leadership to Include LTPP in Re-authorization Position
- 2009 Nominal Close of LTPP Data Collection
- LTPP Committee Advisor to FHWA and AASHTO
Past LTPP Authorizations

- 1987 – 1992
  - SHRP - $10 million per Year
  - ISTEA - $14.5 million per Year
- 1998 – 2001
  - TEA-21 - $9 million per Year
  - NCHRP - $4.4 Million per Year
- 2001-2003
  - TEA-21 - $9 million per year
  - RABA - $4.4 million per year
Committee Consensus: 2004 to 2009 Critical to Success

- Continue Data Collection
  - Fill Gaps and Recover Lost Ground
- Increase Analysis
  - Adhere to Strategic Plan
- Step up Product Development
  - Required by TEA-21
  - Product Development Plan in Place
- “20 Years” Means 20 Years
Critical Gaps

- SPS Traffic Data Collection
  - Goal: 5 Years of Quality Data
- SPS Materials Data
  - Goal: Full Suites for Each Test Section
- Performance Data
  - Goal: Restoration of Optimum Schedule
Next Legislation FY 2004 – 2009

- The FY 2004 – 2009 is the most critical period for LTPP
  - Performance data is critical at the end of section life
  - Yield the ultimate results
  - Final Database

- We need support
  - ASSHTO
  - FHWA
  - Industry
An Investment Benefiting America's Highways:
The Long Term Pavement Performance Program
LTPP Benefits

What’s the value of this research?
- “LTPP is a major contributor toward assuring that we will have good pavements into the 21st century.” Francis B. Francois,

What is the current investment in LTPP
- 1987 to 2001 $187 M.

What have we gotten out of our investment?
What have we gotten out of our investment?

Some examples:
- LTPPBind
- 1998 Rigid Pavement Design Procedures
- 2002 Design Guide
- LTPP Database
Completion of LTPP

- Better Design Methods
- Support for 2002 Pavement Design Guide
- Tools for PMS

Benefits
Thank You

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http://www.tfhrc.gov/pavement/ltppl/ltppl.htm