

# LTPP Newsletter

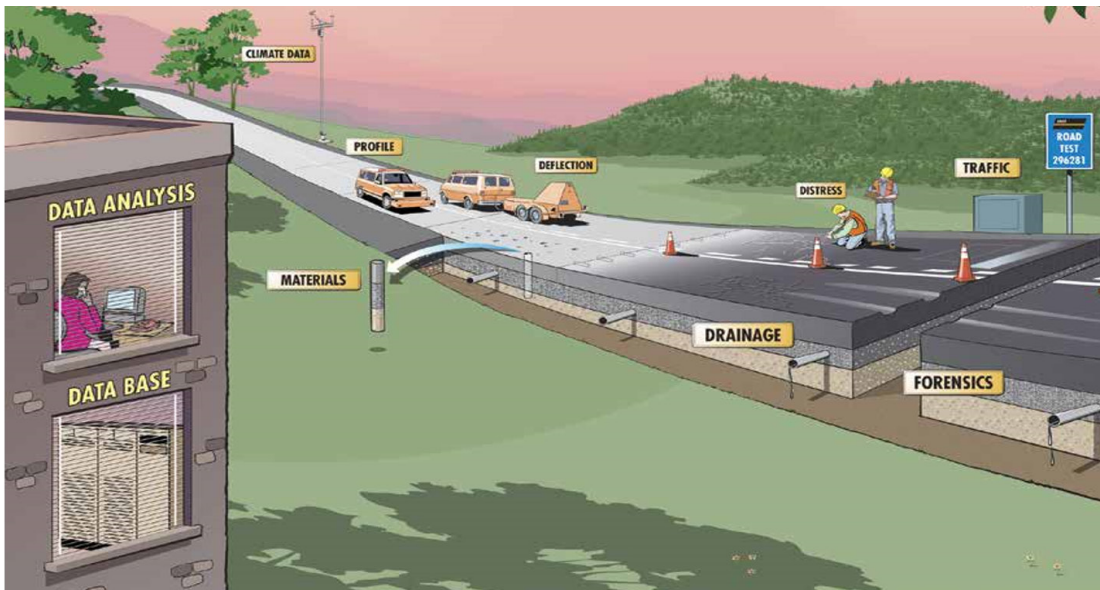
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Federal Highway Administration



Source: FHWA.



## LTPP Expands Data Warehousing

### MnROAD Data Live on LTPP InfoPave™

The Federal Highway Administration's (FHWA) Long-Term Pavement Performance (LTPP) program is pleased to announce the integration of MnROAD data as part of the LTPP InfoPave™ web portal. MnROAD is a pavement test track made up of various research materials and pavements owned and operated by the Minnesota Department of Transportation (MnDOT). Located near Albertville, Minnesota, MnROAD's mission is to make roads last longer, perform better, cost less to build and maintain, and have minimal impact on the environment. Like FHWA, MnDOT developed a pavement performance database to help advance the knowledge of pavement engineering.

The MnROAD data can be accessed through InfoPave at <https://infopave.fhwa.dot.gov/Mnroad/index>. MnROAD has been designed to have the same look and feel as InfoPave so that users may navigate it with minimal learning curve. This integration provides an interactive user interface to explore, select, and retrieve the collected data. The integration also provides access to the test data through various features such as Find Sections, Data Availability, Data Export, Table Export, Map, Timeline, Graphs, Media, and Library. Additional work is planned to further enhance users' accessibility to the MnROAD dataset.

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LTPP InfoPave™: Non-LTPP

Data Bucket (0) | Customer Support | Help

HOME DATA VISUALIZATION ANALYSIS TOOLS LIBRARY OPERATIONS NON-LTPP

Find Sections (?) MnROAD Data About

General

- Age (years)
- MnROAD Study
- Monitoring Status
- Section (Cell + Lane)
- MnROAD Location

Structure

- Surface Type
- Base Type
- Subgrade Type

Traffic

- Annual Average Daily Traffic
- Annual Average Daily Truck Traffic

Field Monitoring

- Deflection (FWD) Average (mm)
- Ride Average (M/Km)
- HMA Fatigue Cracking (Square M)
- HMA Rutting Average (Inch)
- PCC Cracking (Cracked Panel Percent)
- PCC Faulting Average (mm)
- HMA Transverse Cracking (M)

There are 505 of 505 MnROAD sections currently selected.

Overview Data Availability Data Table Export Map Timeline Graphs Media Library

MnROAD is a pavement test track made up of various research materials and pavements owned and operated by the Minnesota Department of Transportation, working with its partners. Located near Albertville, Minnesota, MnROAD works in conjunction with MnDOT's Office of Materials and Road Research. It finds ways to make roads last longer, perform better, cost less to build and maintain, be built faster and has minimal impact on the environment.

MnROAD has over 500 unique test sections on the following roadway segments:

- Mainline
- Low Volume Road
- Farm Road
- Mainline - Original Westbound
- US-169
- CSAH-8

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Federal Highway Administration | 1200 New Jersey Avenue, SE | Washington, DC 20590 | 202-366-4000  
Turner-Fairbank Highway Research Center | 6300 Georgetown Pike | McLean, VA | 22101

Homepage for accessing MnROAD Data from LTPP InfoPave™.

Although this dataset has been integrated into LTPP InfoPave, MnDOT is still responsible for management and future updates of the MnROAD data. Mr. Ben Worel, MnROAD Operations Engineer, stated, "Having MnROAD data housed and presented on LTPP InfoPave serves as an example for other pavement performance monitoring data being made available

to the public." The Non-LTPP hub on LTPP InfoPave represents a continuing objective of the LTPP program to include datasets that complement and enhance the understanding of pavement performance. For more information about the MnROAD data, contact Ben Worel at [ben.worel@state.mn.us](mailto:ben.worel@state.mn.us) or 651-366-5522.

## LTPP Standard Data Release 33 Now on LTPP InfoPave™

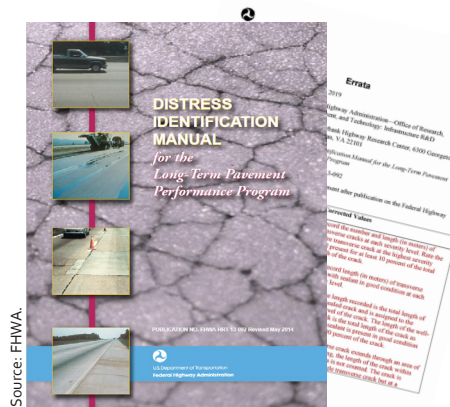
The LTPP program has been collecting a large quantity of data and information on the performance of in-service pavement test sections in North America. A primary objective of the program is to provide access to this data and related information to researchers, highway agency personnel, and others interested in pavement performance-related research, design, and management. As such, we are pleased to announce that the 33rd LTPP Public Data Release was posted on LTPP InfoPave™ in July. This latest data release includes:

- Pavement performance data collected in 2018 (profile, traffic, falling weight deflectometer, materials, and distress data).
- Integration of the new laser rut measurement system data from LTPP's High-Speed Transverse Profile Measurement System which measures up to 2,000 transverse elevation points at each measurement station.
- Integration of new traffic tables developed from two LTPP data analysis projects for use in the Mechanistic-Empirical Pavement Design Guide (MEPDG), and to characterize traffic at LTPP sites with both representative and trend values. Representative equivalent single axle loads, gross vehicle weights, relative pavement performance factor values, vehicle classes, and axle weights are now included in these new tables for LTPP data users.
- Two new tables that describe weigh-in-motion (WIM) site location, geometry, and installed equipment.
- New computed pavement distress indicators used for calibration of the MEPDG pavement performance prediction models based on specifications received from the AASHTOWare® Pavement ME Design Team. The computational changes are documented in the 2019 version of the LTPP Information Management System User Guide.

The LTPP database is the largest and most comprehensive engineering dataset on modern pavement performance in the world. FHWA is committed to updating and adding data to this database to increase the usefulness and relevance of the data for pavement engineers worldwide.

## In Brief

### Changes Made to Distress Identification Manual



The errata documents changes made to the Distress Identification Manual.

The LTPP program performed a review of how spalling of joints on rigid pavements and sealant on transverse cracks for rigid and flexible pavements are identified. The changes that resulted from this review are documented in the errata to the Distress Identification Manual for the Long-Term Pavement Performance Program, FHWA-HRT-13-092.

### MRL Has Relocated

The LTPP Materials Reference Library (MRL) moved to a new location this past spring. Still located in Reno, Nevada, the new facility is located at 4955 Joule Street Unit B, Reno, NV 89502 which is 2.3 miles from the old facility. Relocation began April 10 and was completed April 30. Staff of the MRL have been reorganizing the inventory and installing pallet racking.

During the relocation and reorganization, the facility has not been fully operational and fulfillment of material requests has been delayed until the facility reaches operational status. The LTPP program is committed to providing pavement researchers with the same quality of service from the MRL once the library is fully operational this fall. The telephone number 775-329-4955 and email ([mrl@ncenet.com](mailto:mrl@ncenet.com)) remain unchanged.

The MRL is used to store material samples collected mainly at LTPP test sections, but materials from other pavement research studies are also stored there. For more information about the MRL, go to LTPP

InfoPave at <https://infopave.fhwa.dot.gov/MRL/Overview>, or contact Larry Wiser at [larry.wiser@dot.gov](mailto:larry.wiser@dot.gov) or 202-493-3079.

Thank you for your patience as we complete the transition to the new location.

### Preparations Underway for LTPP Session at 2020 TRB Annual Meeting

The LTPP program is pleased to have received sponsorship once again from the Transportation Research Board (TRB) Standing Committee on Pavements (AFDoo) along with cosponsorships from other TRB committees for the LTPP Program Session. A very special thank you is extended to Dr. Bouzid Choubane, Chair of AFDoo, and his committee membership for their continued support of the LTPP program. This year's session will cover the following topics:

- LTPP Program Updates.
- The LTPP Transverse Profile Measuring System.
- Other Pavement Datasets Hosted by LTPP InfoPave™.
- Use of LTPP Data to Develop AI-Based Pavement Roughness Prediction Models.
- LTPP Forensic Evaluations: Early Days to Today.

You are invited to attend the session to receive the latest information about the LTPP program and hear how the program is having an impact on the broader pavement community. Attending the session and visiting the LTPP booth are good times to reconnect and meet the LTPP program staff.

### Data Analysis Student Contest Guidelines Available

The 2019–2020 LTPP Data Analysis Student Contest Guidelines are posted on the [LTPP Website](#). The theme for this year's student contest is: *Use the LTPP Data to Evaluate a Question or Concern for a Region or State*, and the challenge topic is: *Assess the Effect of Overweight Vehicles on Pavement Performance Using LTPP Traffic Data*. Papers are due by July 1, 2020.

We look forward to your participation in this year's competition. For more information, contact Deborah Walker at [deborah.walker@dot.gov](mailto:deborah.walker@dot.gov) or 202-493-3068.

## Jack Springer Has Paved the Road to Retirement



Jack receives a plaque for 37 years of Federal service from Jean Nehme.

On July 18, we honored Mr. Jack Springer for 37 years of Federal service to the American people. While Jack has held various positions in the Federal government, the last 20 years of his career have been with the LTPP program. As a member of the LTPP program staff, Jack provided technical and management oversight for the program's field pavement performance data collection research activities and served as the program's materials expert. He also served for many years as the Secretary for the American Association of State Highway Transportation Officials' Subcommittee on Materials.

While it is so tempting to sing the Ray Charles song, "Hit the road Jack and don't you come back no more," Jack's presence is missed and he will always be part of the LTPP family.



Jack's congratulatory cake.

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