

UK Pavement Management System



Advice Note 5

*Interim Advice to Supplement the UKPMS Visual Survey Manual
Version 1.03*

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Document Information

Title (Sub Title)	UKPMS Advice Note 5 Interim Advice to Supplement the UKPMS Visual Survey Manual Version 1.0
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Description	Advises users of all known updates, corrections to Version 1.0 of the UKPMS Visual Survey Manual, and also summarises the advice given by the UKPMS Steering Group's Visual Survey Sub-Group on the interpretation and implementation of the Manual.

Document History

Version No	Status	Author	Date	Changes from Previous Version
1.1	Draft	AP	20 October 2003	None
1.2	Draft	AP	03 November 2003	Incorporating comments from the UKPMS Steering Group Visual Surveys Sub-Group
1.3	Final	AP	14 January 2004	Incorporating further comments from the UKPMS Steering Group Visual Surveys Sub-Group

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1. Introduction

The UKPMS Steering Group (USG) Visual Surveys Sub-Group (VSG) has reviewed Version 1.0 of the UKPMS Visual Survey Manual (VSM) has identified a number of areas where changes are required to the manual, in order to correct errors and to provide further clarification and additional guidance.

The UKPMS Support Contractor has been tasked with reviewing the range of user and technical documentation that supports UKPMS, including the VSM, starting with a “scoping study” that will define the structure and scope of the new documentation. In order that users are made aware of the changes required to the VSM at the earliest possible opportunity, and also to support the implementation of City and Guilds Accreditation for UKPMS Surveyors, this Advice Note has been issued to provide interim guidance.

Note that the review of the manual has also identified significant changes to the photographs accompanying the defect definitions in the manual; these changes are not identified here.

Note also that changes to Visual Survey procedures and the manual that are described in UKPMS Advice Notes 1, 2 and 4 are not repeated here. Copies of all UKPMS Advice notes are available at http://www.ukpms.com/tech_docs/technical_docs.asp.

2. Corrections to Errors in the Manual

Various errors have been identified in version 1.0 of the VSM, as issued as a portable document file (pdf) on CD.

1. Appendix 10 of the manual appears incorrectly between the header sheet of Appendix 9 and the first page of Appendix 9.
2. The pavement type for concrete defects in the manual is incorrect, and should be "Concrete Surface, Unknown Construction" not "Reinforced Jointed Concrete". The first letter of the defect code for each of these should be changed from "C" to "N".
3. Appendix 1 of the Visual Survey Manual ("Rules for Post Processing CVI Surveys and Converting to HMDIF) has text missing for the entry for Count defects in the table on the second page. A corrected replacement Appendix 1 can be downloaded on the UKPMS web site at http://www.ukpms.com/tech_docs/technical_docs.asp
Note that Count defects should be converted from DVI to CVI equivalent based upon the number of occurrences within the sub-section.
4. Note also in Appendix 1 that in converting Lane Length defects account should be made of the number of lanes affected, so that the text in the “Conversion” column should read “Total Length within Sub-Section (\sum End Chainage – Start Chainage) * (No of Lanes Affected) expressed as a percentage of (the sub section length X no of lanes as recorded against the section), and then allocated:”



5. Appendix 11 - A revised version of Appendix 11 is available for download on the UKPMS web site at http://www.ukpms.com/tech_docs/technical_docs.asp
6. Appendix 8 – Page 4. CVI Longitudinal Defective Seal – recorded parameter should be “none”.
7. Appendix 8 – Page 4. CVI Transverse Defective Seal and CVI Transverse Joint Defectiveness should be “Count” defects.
8. CVI transverse/reflective cracking should be recorded as a count defect.
- 9.

3. Updates to the Manual

Block Paved Carriageways

1. It is advised that Rutting is not recorded on Block Paved carriageways for both CVI and DVI surveys.
2. Misaligned blocks should not be recorded during DVI Surveys of Block Paved Carriageways

Footways, Cycle Tracks and Paved Verges (all Surface Types)

Users are advised to disregard the note that appears against many defects on Footways, Cycletracks and Paved Verges, to “not record defects that have been recorded to be permanently repaired as a matter of urgency in accordance with local safety maintenance policy”. Defects should be recorded as seen.

4. Advice on Interpretation and Implementation

Section Start Points (Interpretation of Appendix 4)

Appendix 4 of the Visual Survey Manual gives a number of examples of section start and end points. In order to provide additional guidance for surveyors as to exactly where to start recording chainages as the start of the section, the following further examples are provided:

Inventory Collection and DVI Surveys

It is recommended that minimal inventory to support the requirements of Best Value Performance Indicator BV187 for footways, comprising start and end chainages, cross-section positions, construction and surface types, widths and if required, footway hierarchies, be collected at the same time as a footway DVI survey. Highway authorities should determine footway and feature hierarchies and advise consultants/contractors.



DVI Surveys of Kerbs

It is recommended that kerbs should be surveyed during DVI surveys of footways.

Surveying Crossovers

The handling of footway crossovers presents a number of problems, particularly for DVI surveys. In theory, each crossover would be treated as footway, usually of a different construction from the footway/cycleway/verge over which it crosses. It also raises problems with recording different pavement types for the same feature/xsp for a DVI section, and dilutes the effect of defects in area calculations.

The Visual Surveys Group are investigating an approach, based upon the use of “generic” defects that that would, in the longer-term, address this issue. In the meantime, crossovers should be recorded with changes in defects and, where used, inventory to reflect changing surface types on footways.

For CVI surveys, crossovers should be treated as part of the main footway, accepting that inappropriate pavement types may be used in some cases.

Use of Simple Cross Section Positions

On carriageways, Simple XSPs should no longer be used for surveys other than CVI. Users should be aware that collecting CVI using Simple XSPs on sections with the *On Carriageway XSP Referencing Method* set as “Full” requires that there is a Full XSP referencing inventory of the Carriageway for processing to take place.