

UK Pavement Management System



Advice Note 6

Interim Advice to Supplement the UKPMS Visual Survey Manual

Treatment of CVI Wheel Track Cracking

Document Number 021

February 2004



Document Information

Title (Sub Title)	UKPMS Advice Note 6 Interim Advice to Supplement the UKPMS Visual Survey Manual Treatment of CVI Wheel Track Cracking
Product Number	021
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Description	Provides additional guidance, to be read in conjunction with Advice Note No.1 for surveyors and for DCD suppliers submitting software for DCD accreditation.

Document History

Version No	Status	Author	Date	Changes from Previous Version
1.01	Draft	JSW	Feb 04	None
1.02	Final	JSW	Feb 04	Information added/edited by UKPMS Project Team.

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1. Introduction

This advice note is issued following the issue of the DCD Accreditation Test Package, and in order to ensure that there is no ambiguity in the interpretation and implementation of the wheel track cracking defect within a CVI survey.

Note copies of all UKPMS Advice notes are available at http://www.ukpms.com/tech_docs/technical_docs.asp.

2. Advice

Advice note 1 changed the defect definition of “CVI Carriageway Major Cracking” to “CVI Wheel Track Cracking” and “CVI Major Fretting” to “CVI Wearing Course Deterioration” and gave new defect definitions for them both.

The intention in this advice, as agreed by the UKPMS Technical Steering Group, is that in addition to recording the lane length affected by wheel track cracking (as defect Wheel Track Cracking), the area of wheel track cracking should also be included in the cracking component of the CVI Wearing Course Deterioration defect. This approach is exactly consistent with that taken for DVI surveys, which includes the area of Wheel Track Cracking in the Whole Carriageway Major Cracking defect.

The final paragraph of Advice Note 1 makes the requirement to include the recording of cracking in the wheel tracks within both defects where it states that;

“Suppliers of DCD software may well choose to provide facilities to facilitate collection of these defects by combining the recording of CVI Wheel Track Cracking and the cracking element of CVI Wearing Course Deterioration. The UKPMS DCD accreditation test will ensure that such facilities are exactly equivalent to the “Standard” approach of collecting such defects separately”.

3. Interpretation for Suppliers of DCD Software

Irrespective of how DCD suppliers record cracking within the wheel tracks the “Wearing Course Defect” (“BFEJ”) should incorporate the area of this defect. If Wheel Track Cracking is the only defect present then for the purpose of calculating BFEJ a single wheel track crack is assumed to be 0.5m wide and recorded with an extent of Single.

If the surveyor notes several wheel track cracks at the same Chainage the extent recorded for “BFEJ” is at the discretion of the surveyor. The surveyor must take into account the 0.5m width per wheel track and determine the percentage width of the road affected, thus recording the extent as Single, $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$ or Full. This ensures that the defect is recorded relative to the carriageway width, in accordance with CVI surveys.