No:	4
Title:	Defectiveness Calculation and Rating of Wheel Track Cracking in DVI Surveys
Issue No:	1
Date of Issue:	*21st November 2002*
Issue:	Wheel Track Cracking, for DVI surveys is defined as currently recorded as the length of lane with one or more wheel tracks affected by cracking within a sub-section. For Full XSP Surveys, the total possible length of the defect for a DVI Sub-Section will be (1**Sub-Section Length*) whereas for Simple XSP Surveys the total possible length is *(No of Lanes in Sub-Section*Sub-Section Length)* where the no of lanes is one or greater. When defectiveness is calculated within UKPMS systems, in the absence of a "Lane Length" defectiveness calculation type, the "Length Percentage Feature" (LPC) type is used, resulting in an overestimation of percentage defectiveness where Minimal XSPs are used in locations with more than one lane.
Advice:	An additional parameter is recorded for Wheel Track Cracking on DVI surveys - "Number of Lanes". Defectiveness continues to be calculated on the basis of feature length, but separate rating curves are defined to normalise the ratings taking account of the number of lanes. (Curves for up to 9 lanes will be provided). Suppliers of DCD software may well chose to provide facilities to facilitate collection "No of Lanes" by setting up a default value at the start of each section, that the surveyor changes if the no of lanes changes. The UKPMS DCD accreditation test will ensure that such facilities are exactly equivalent to the "standard" approach.
Impact on Rules and Parameters:	Updates to the following tables will be required: Defect Parameter Defect Parameter Option Valid Defect Parameter Valid Defect Parameter Option Method 1 Rating Co-ordinate
Impact on other Documents:	UKPMS Visual Survey Manual - references to Wheel Track Cracking for the DVI Survey.
Further Information Sources:	