

## Technical Note 28

### Recording of “Up to Standard” and “Not Assessed” on CVI and DVI Surveys

#### **Distribution:**

- Developers
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#### **Read this note if :**

1. You are responsible for planning UKPMS visual inspections
2. You carry out UKPMS visual inspections
3. You supply DCD software for UKPMS visual inspections

#### **Introduction**

Technical Note 9, issued May 1997, introduced the defects “Up to Standard” and “Not Assessed” to replace the previous defect “No Defect”. Technical Note 9 also stated that there are no defaults for the Defectiveness of pavements and that all defects should be recorded explicitly, including “Up to Standard” and “Not Assessed”. This advice is still valid and if followed there should be no problems in any subsequent processing of the data.

It is, however, recognised that the explicit recording of “Up to Standard” and “Not Assessed” can add significantly to survey effort while users will wish to make sure that surveys are as fast and efficient as possible. There are options for reducing the survey effort in the recording of these defects, though these are at the discretion of the user who must consider the impact on quality and completeness of data and on the purposes for which the data is being collected. It also has implications for DCD developers aiming to produce survey-efficient products. The guidance given in this note relates to the current status on implementation and application of UKPMS, which may be subject to change.

#### **Up to Standard**

Where no observations are recorded on a section, there is no mechanism for including that section in UKPMS processing. If the survey data is intended only to be used for current year assessments then omitting the recording of “Up to Standard” where a section is free from defects, and hence excluding it from processing, is unlikely to have a significant impact on the outcome. However, there are benefits in positively recording “Up to Standard” where the data will be used in the assessment of network trends or future condition, since the future deterioration of sections currently not defective can be projected and included in the assessment.

During the Comparability Testing Project changes to the design of UKPMS have been introduced which affect the processing of condition data in conjunction with the use of item inventory. Recorded defects for a feature/xsp are mapped on to the corresponding inventory, which is implicitly assumed,

therefore, to be current, correct and complete. In consequence, it would not be necessary for discontinuities in features to be recorded and a single "Up to Standard" observation covering the appropriate extent that is free from defects would be sufficient. For example, if the whole of a 100m section was free from defects then a single observation of "Up to Standard" from 0 to 100m would suffice. If, however, there were defects present between chainages 20 and 30m with the remainder not defective, then it would be necessary to record "Up to Standard" from 0 to 20m and also from 30 to 100m.

However, where inventory does not exist or is not to be used in the processing of the surveys data the onus is on the inspector to record "Up to Standard" where the feature is present and not defective.

In the particular case of the production of the Best Value Performance Indicator (BVPI) report for carriageways, detailed in UKPMS Technical Notes No.'s 26 and 27, it is assumed that where defects are recorded for some chainage lengths of the feature/xsp the feature is continuous and lengths for which no observations have been recorded are implicitly "Up to Standard". Thus in a survey intended solely to support production of the BVPI "Up to Standard" need not be recorded explicitly on carriageways. It is stressed that determination of the BVPI is simply a reporting function of UKPMS and failure to record "Up to Standard" where a section is free from defects would cause that section not to be considered in other UKPMS processing.

### **Not Assessed**

"Not Assessed" was originally intended to be recorded for information purposes and whether or not it is explicitly recorded will not, in general, have any impact on UKPMS processing.

However, there is one important application of UKPMS, namely the determination of BVPI's for carriageways, which does require the explicit recording of "Not Assessed" defects. The determination of BVPI's takes into account the length of carriageway network surveyed so any lengths included within a survey section but not in fact assessed, perhaps due to the presence of roadworks or traffic obstruction, must be positively identified through the use of "Not Assessed".

Thus any survey which is intended for use in the determination of BVPI's should include explicit recording of "Not Assessed". At present BVPI's apply only to carriageways so the recording of "Not Assessed" for other features is not critical, though would be good surveying practice.