

STANDARD PROCEDURE FOR DESCRIPTION OF TEST LOCATIONS ON STATE HIGHWAYS

1. SCOPE

This procedure defines standard nomenclature and methods of measurement for describing the location of test points on state highways.

2. DEFINITIONS

2.1 Increasing Direction of State Highway

For state highways the direction of increasing route position. For local roads the direction of increasing street number or other local definition. In the absence of any local definition, an arbitrary direction clearly defined in the report form.

2.2 Increasing Side of State Highway

The side to the left of the centreline (or median) when looking in the increasing direction of state highway.

2.3 Decreasing Side of State Highway

The side to the right of the centreline (or median) when looking in the increasing direction of state highway.

2.4 Inner and Outer

The inner side of any lane is the side nearest the centreline (or median). The outer side is the side furthest from the centreline (or median). The terms are **not** related to the inside or outside of curves.

2.5 Start Position

A chosen reference point located before the first test location encountered, when travelling in the increasing direction of state highway, and conveniently close to it.

2.6 Lane Number

For multilane state highways, the through lanes are numbered starting from the outermost lane.

3. LONGITUDINAL POSITION MEASUREMENT

- 3.1** A start position shall be established for each section of work. The location of the start position shall be defined by its displacement from a permanent landmark on the state highway, measured with sufficient accuracy to allow its positive identification. For state highways the minimum acceptable accuracy is measurement to the nearest 0.1km from the nearest landmark whose position is recorded on the state highway route data sheet.
- 3.2** Each test location shall then be described by a displacement measurement in metres to the nearest metre along the state highway from the start position. Acceptable accuracy is provided by a calibrated pedometer.

4. TRANSVERSE POSITION DESCRIPTION

- 4.1** The transverse position should be given in the following order:
- (a) Side of road, ie increasing or decreasing.
 - (b) Particular area of road, ie outer shoulder, lane number, inner shoulder, taper or ramp. (**Note:** Lane number is omitted for ordinary two lane roads.)
 - (c) Position in lane (for through lanes and ramps only), ie outer edge, outer wheeltrack, between wheeltracks, inner wheeltrack or inner edge. (**Note:** that the inner edge of lane on a two lane road may also be referred to as the centreline area.)
- 4.2** If abbreviations are used they shall be as follows:

increasing	Inc
decreasing	Dec
outer	O
inner	I
edge	E
centreline are	CL
wheel track	W
between wheeltrack	BW
lane 1, lane 2, etc	L1, L2 . . .
shoulder	S
taper	T
ramp	R

4.3 See figures 1 and 2 for diagrammatic definition of the above terms.

5. TRANSVERSE POSITION MEASUREMENT

The transverse position of a test location within a particular area of road may also be described by measuring the distance of the test location from the **inner** boundary of the particular area of road. The distance shall be measured in a direction perpendicular to the centreline (o median), to the nearest 0.1 metre. (See figure 1.) Measurement is required in all cases where the location of the wheeltracks is uncertain or the area is untrafficked.

Note: That where test locations have to be relocated after a considerable lapse of time, survey from fixed benchmarks may be required.

6. SINGLE DIRECTION STATE HIGHWAYS

Roads carrying traffic in one direction only shall be treated as half of a divided state highway.

7. REPORTING

7.1 The location of the start position shall be reported. For state highways, the name and route position of the landmark on the route data sheet as well as the route position of the start position are required.

7.2 The longitudinal position shall be given, followed by the transverse position.

7.3 If a transverse measurement is taken it shall be given after the description eg Inc L1 BW/1.6.

8. EXAMPLES

In order to clarify this method of describing the transverse position, consider the points marked on figures 1 and 2.

8.1 Point X on Figure 1

Increasing outer wheeltrack, no transverse measurement.
Abbreviation: Inc OW

8.2 Point Y on Figure 1

Increasing inner edge, 0.3 metres.
Abbreviation: Inc IE/0.3

This point could also be described, less accurately, as centreline area.
Abbreviation: CL

8.3 Point A on Figure 2

Increasing outer shoulder, 1.1 metres.
Abbreviation: Inc OS/1.1

8.4 Point B

Increasing lane 1 outer edge.
Abbreviation: Inc L1 OE

8.5 Point C

Increasing lane 1 between wheel tracks, 1.6 metres.
Definition: Inc L1 BW/1.6

8.6 Point D

Increasing lane 2 outer wheeltrack, 2.5 metres.
Abbreviation: Inc L2 OW/2.5

8.7 Point E

Increasing lane 3 inner edge, 0.9 metres.
Abbreviation: Inc L3 IW/0.9

8.8 Point F

Increasing lane inner edge, 0.0 metres.
Abbreviation: Inc L3 IW/0.0

8.9 Point G

Increasing inner shoulder, 1.6 metres.
Abbreviation: Inc IS/1.6

8.10 Point H

Decreasing inner shoulder, 1.2 metres.
Abbreviation: Dec IS/1.2

8.11 Point J

Decreasing lane 1 outer wheeltrack, 2.6 metres.
Abbreviation: Dec L1 OW/2.6

8.12 Point K

Decreasing ramp outer wheeltrack, 2.5 metres.
Abbreviation: Dec R OW/2.5

8.13 Point L

Decreasing taper, 1 metre.
Abbreviation: Dec T/1.0

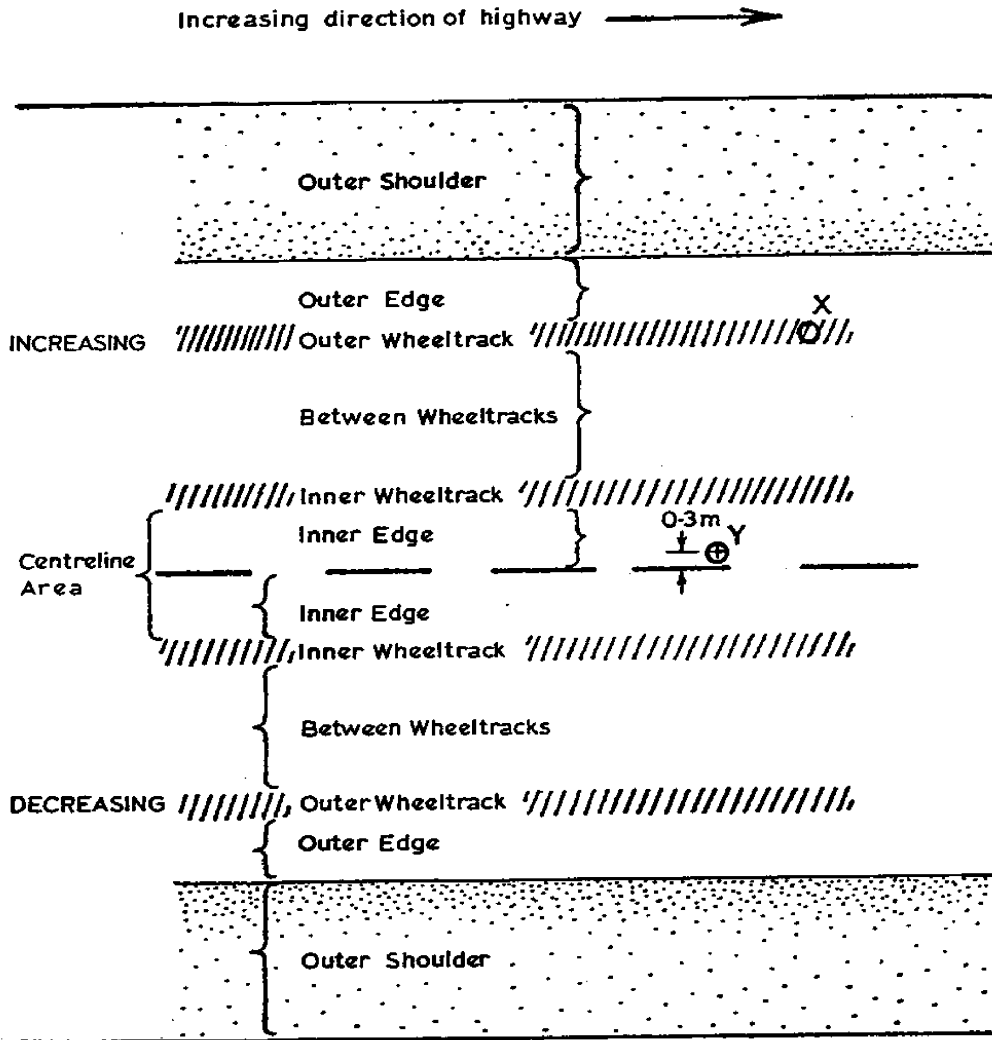


FIG.1 : TWO LANE PAVEMENT
TRANSVERSE POSITION DESCRIPTION

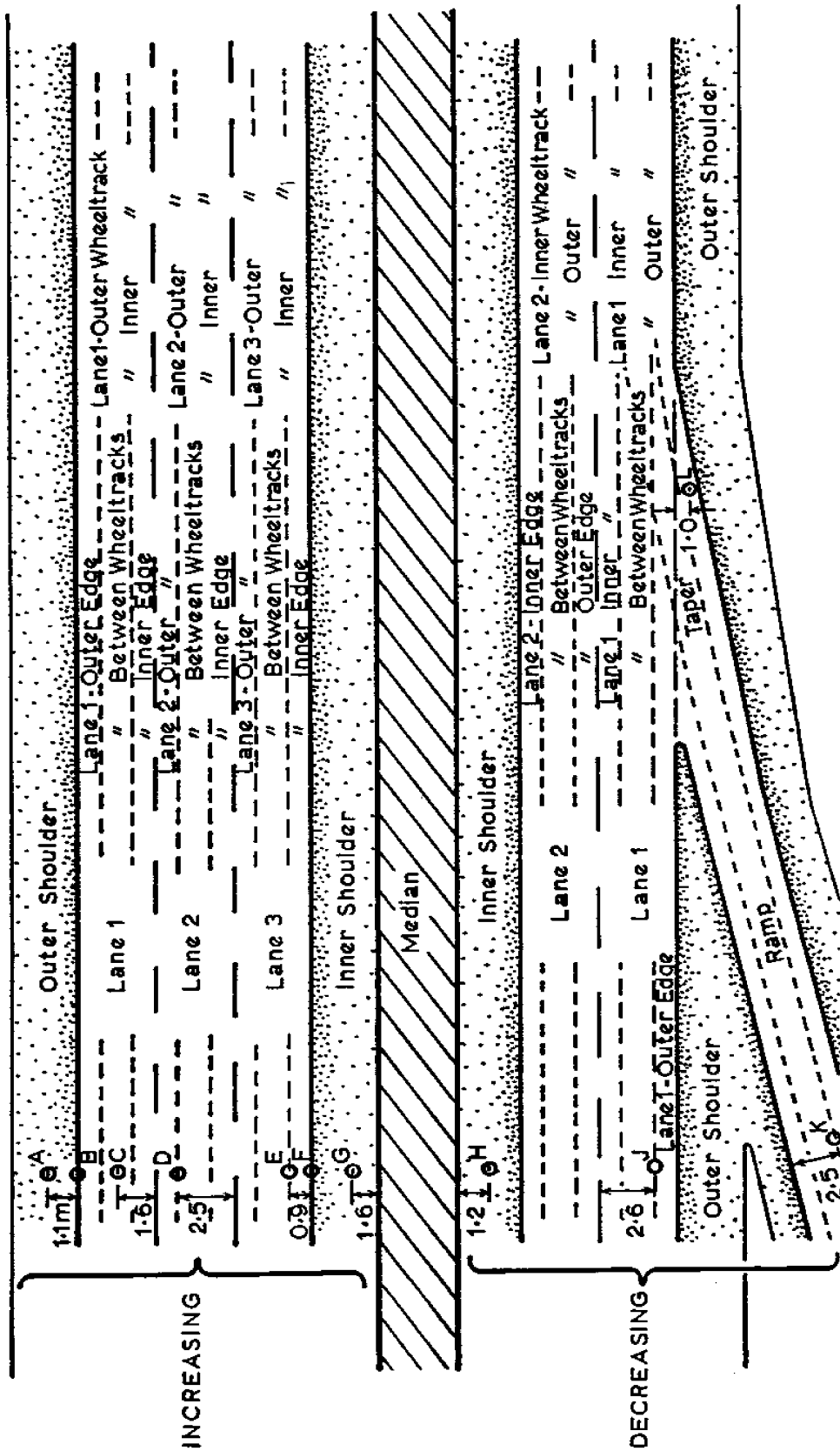


FIG 2 : MULTILANE PAVEMENT TRANSVERSE POSITION DESCRIPTION