

Asset Management Data Standard

Automated Condition Data

High Speed Condition Data Table

Key changes

This schema replaces the following existing RAMM table structures:

From...

... to

hsd_rough (and by default rough)

hsd_rutting

hsd_texture

hsd_geometry



High Speed Condition Data

*Note: Skid Resistance is not included in this schema

High Speed Condition Data Table

A single table structure is proposed to include the following condition parameters, with noted changes from existing:

- Data bins are standardised to 10m for all condition parameters
- Common attributes for linear and spatial referencing, survey details and latest flags for each condition parameter group
- Roughness - no further updates
- Rutting - number of depth bins have been reduced - the maximum bin is now >50mm
- Texture - sand circle equivalent bins have been removed. Recorded now in 5 bands transversely across the pavement (Outer, LWP, Mid Lane, RWP, Inner)
- Geometry - no further updates
- Cracking - new parameter. All Cracking (number, length and width) and categorised as Mesh and Linear based on RIMS Fault Guideline. Mesh Cracking (area and percentage), Linear Cracking (length).
- Other LCMS2 - new parameters includes Pothole, Manhole, Ravelling & Flushing. This is expected to expand in time

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Lookup Tables

Validity - recorded separately for Roughness, Rutting, Texture, Geometry and Cracking by lane or wheelpath. Each record may have multiple validity codes.

LanePosition - recorded by the survey operator. New AMDS definition for naming and recording lanes.

EventCode - recorded by the survey operator for each 10m bin.

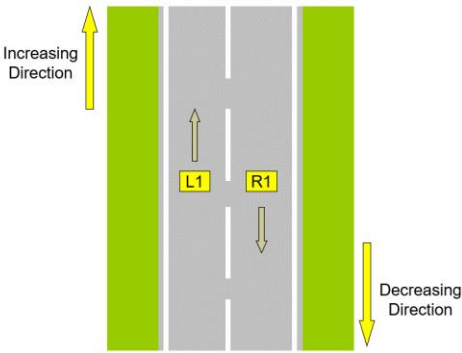
Coordinate Method - the spatial method of capture.

Survey Table

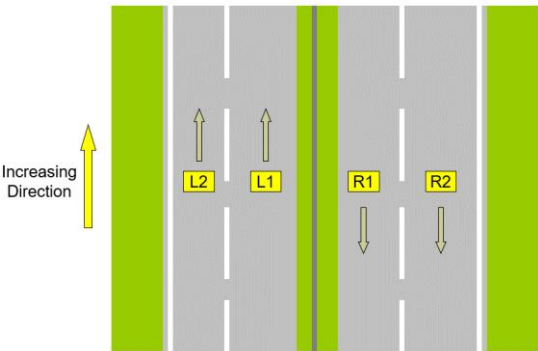
Table structure to capture survey details, referenced in the High Speed Condition table Common attribute lookup

Lane Position Examples

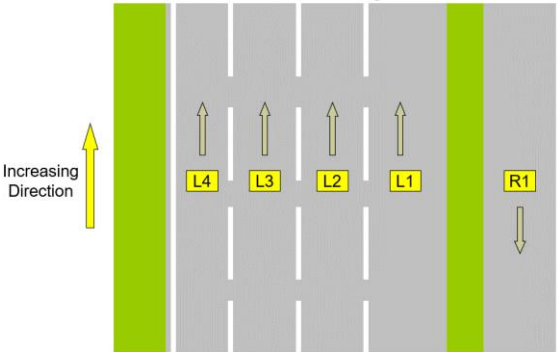
Example 1
Two Lane Road



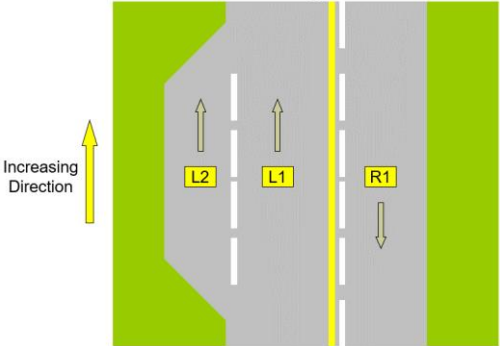
Example 2
Four Lane Road



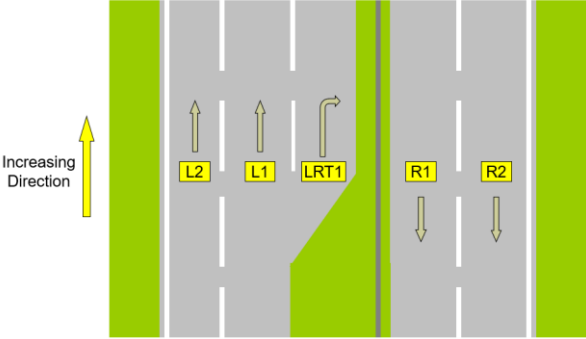
Example 3
Motorway



Example 4
Passing Lane



Example 5
Turning Lane



Example 6
2 Turning Lanes

