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Standard Test Method for
Determining Floor Tolerances Using Waviness, Wheel Path and Levelness Criteria[1]

This standard is issued under the fixed designation E1486; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This test method covers data collection and analysis procedures to determine surface flatness and levelness by calculating waviness indices for survey lines and surfaces, elevation differences of defined wheel paths, and levelness indices using the inch-pound system of units.

NOTE 1—This test method is the companion to SI Test Method E1486M; therefore, no SI equivalents are shown in this test method.

NOTE 2—This test method was not developed for, and does not apply to, clay or concrete paver units.

1.1.1 The purpose of this test method is to provide the user with floor tolerance estimates as follows:

1.1.1.1 Local survey line waviness and overall surface waviness indices for floors based on deviations from the midpoints of imaginary chords as they are moved along a floor elevation profile survey line. End points of the chords are always in contact with the surface. The imaginary chords cut through any points in the concrete surface higher than the chords.

1.1.1.2 Defined wheel path criteria based on transverse and longitudinal elevation differences, change in elevation difference, and root mean square (RMS) elevation difference.

1.1.1.3 Levelness criteria for surfaces characterized by either of the following methods: the conformance of elevation data to the test section elevation data mean or the conformance of the RMS slope of each survey line to a specified slope for each survey line.

1.1.2 The averages used throughout these calculations are RMS (that is, the quadratic means). This test method gives equal importance to humps and dips, measured up (+) and down (−), respectively, from the imaginary chords.

1.1.3 Appendix X1 is a commentary on this test method. Appendix X2 provides a computer program for waviness index calculations based on this test method.

1.2 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Document

2.1 *ASTM Standards:*[2]

E1486M Test Method for Determining Floor Tolerances Using Waviness, Wheel Path and Levelness Criteria (Metric)

3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *defined wheel path traffic*—traffic on surfaces, or specifically identifiable portions thereof, intended for defined linear traffic by vehicles with two primary axles and four primary load wheel contact points on the floor and with corresponding front and rear primary wheels in approximately the same wheel paths.

3.1.2 *levelness*—described in two ways: the conformance of surface elevation data to the mean elevation of a test section (elevation conformance), and as the conformance of survey line slope to a specified slope (RMS levelness).

3.1.2.1 *elevation conformance*—the percentage of surface elevation data, h_i, that lie within the tolerance specified from the mean elevation of a test section. The absolute value of the distance of all points, h_i, from the test section data mean is tested against the specification, *dmax*. Passing values are counted, and that total is divided by the aggregate quantity of elevation data points for the test section and percent passing is reported.

3.1.2.2 *RMS levelness*—directionally dependent calculation of the RMS of the slopes of the least squares fit line through successive 15-ft long sections of a survey line, *L*. The RMS LV_L is compared with the specified surface slope and specified maximum deviation to determine compliance.

3.1.3 *Waviness Index Terms:*

3.1.3.1 *chord length*—the length of an imaginary straight-edge (chord) joining the two end points at j and $j + 2k$. This length is equal to $2ks$ (see Fig. 1) where the survey spacing s is equal to 1 ft and k is equal to 1, 2, 3, 4, and 5 to define chord lengths of 2, 4, 6, 8, and 10 ft, respectively, unless values for s and k are otherwise stated.

3.1.3.2 *deviation (D_{kj})*—the vertical distance between the surface and the mid-point, $j + ks$, of a chord of length $2ks$ whose end points are in contact with the surface.

3.1.3.3 *length adjusted RMS deviation (LAD_k)*—calculated for a reference length L_r of 10 ft, unless otherwise stated, in order to obtain deviations that are independent of the various chord lengths, $2ks$.

3.1.3.4 *waviness*—the relative degree to which a survey line deviates from a straight line.
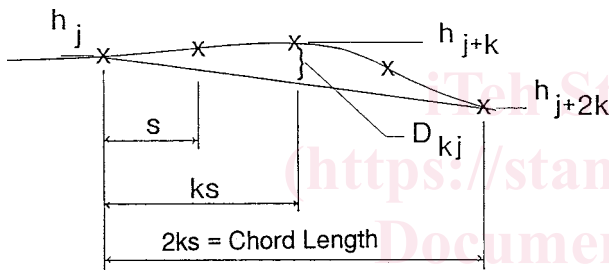
3.1.4 *Symbols:*

FIG. 1 Explanation of Symbols

A	=	area of test section, ft^2.
d	=	point i, of the $(15/s + 1)$ point subset of $i = 1$ to $imax$, where d is a point within the $(15/s + 1)$ point subset, used to evaluate RMS levelness.
dh_L	=	number of elevation data points of survey line, L, which lie within the maximum allowable deviation from the test section elevation data mean, $dmax$.
D_{kj}	=	deviation from chord midpoint, $j + k$, to the survey line, in.
$dmax$	=	specified maximum allowable deviation from the test section elevation data mean.
EC	=	the percentage of elevation data within a test section complying to a specified maximum deviation, $dmax$, from the mean of all elevation data points within a test section.
EC_L	=	the percentage compliance of each survey line to a specified maximum deviation, $dmax$, from the mean of all elevation data points within a test section.
h_i	=	elevation of the points along the survey line, in.
ha_i	=	elevation of the points along the survey line of the left wheel path of defined wheel path traffic, in.
hb_i	=	elevation of the points along the survey line of the right wheel path of defined wheel path traffic, in.
i	=	designation of the location of survey points along a survey line $(i = 1, 2, 3 \ldots imax_L)$.
$imax_L$	=	total number of survey points along a survey line.

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$imax_{Lx}$ = total number of survey points along one of the pair of survey lines, *Lx,* representing the wheel paths of defined wheel path traffic.

j = designation of the location of the survey point which is the initial point for a deviation calculation ($j = 1, 2, 3 \ldots jmax_k$).

$jmax_k$ = total number of deviation calculations with a chord length *2ks* along a survey line.

k = number of spaces of length *s* between the survey points used for deviation calculations.

$kmax_L$ = maximum number (rounded down to an integer) of spaces of length *s* that can be used for deviation calculations for $imax_L$ survey points ($kmax_L = 5$ unless otherwise specified).

L = designation of survey lines ($L = 1, 2, 3 \ldots Lmax$).

LAD_k = length-adjusted RMS deviation based on points spaced at *ks* and a reference length of L_r.

Lg = total number of survey spaces between primary axles of a vehicle used as the basis for longitudinal analysis of each pair of survey lines representing the wheel paths of defined wheel path traffic. *Lg* equals the integer result of the primary axle spacing, ft, divided by *s*.

$Lmax$ = the number of survey lines on the test surface.

L_r = a reference length of 120 in., the length to which the RMS deviations, RMS D_k, from chord lengths other than 120 in. are adjusted.

LD_i = longitudinal elevation difference between corresponding pairs of points separated by *Lg* of defined wheel paths, mm ($i = 1, 2, 3 \ldots (imax_L - Lg)$).

LDC_i = incremental change in longitudinal elevation difference, LD_i, along defined wheel path traffic wheel paths, in./ft ($i = 1, 2, 3 \ldots (imax_L - Lg - 1)$).

Lx = designation of the pair of survey lines used for defined wheel path traffic analysis.

mh_d = mean elevation of each 15-ft section of survey line, *L,* mm ($d = 1, 2, 3 \ldots (imax_L - 15/s)$).

ms_d = mean slope of the least squares fit line of each 15-ft section of survey line, *L,* in./ft ($d = 1, 2, 3 \ldots (imax_L - 15/s)$).

n_L = total number of calculated deviations for survey line *L* (equal to the sum of the values of $jmax_k$ for all values of *k* that are used). The symbol n_L is a weighting factor used in calculating both the waviness and surface waviness indices.

RMS D_k = root mean square of chord midpoint offset deviations, D_{kj}, based on points spaced at *ks*.

$RMS\ LD_{Lx}$ = root mean square of longitudinal elevation differences, LD_i, on paired wheel path survey lines for defined wheel path traffic, with primary axles separated by L_g, in.

$RMS\ TD_{Lx}$ = root mean square of transverse elevation differences, TD_i, on paired wheel path survey lines for defined wheel path traffic, in.

$RMS\ LV_L$ = RMS levelness, calculated as the root mean square slope of each survey line, *L,* in./ft.

s = spacing between adjacent survey points along a survey line (1 ft unless a smaller value is stated), ft.

SWI = surface waviness index determined by combining the waviness indices of all the survey lines on the test surface, in.

TD_i = transverse elevation difference between corresponding points of defined wheel path traffic wheel paths, in.($i = 1, 2, 3 \ldots imax_{Lx}$).

TDC_i = incremental change in transverse elevation difference, TD_i along defined wheel path traffic wheel paths, in./ft ($i = 1, 2, 3 \ldots (imax_{Lx} - 1)$).

WI_L = waviness index for survey line *L* with chord length range from 2.0 to 10 ft unless a different range is stated, in.

3.2 *Sign Convention*—Up is the positive direction; consequently, the higher the survey point, the larger its h_i value.

4. Summary of Test Method

4.1 *Equations*—Equations are provided to determine the following characteristics:

4.1.1 *Waviness Index Equations:*

4.1.1.1 RMS D_k = RMS deviation (see Eq 4).

4.1.1.2 LAD_k = length-adjusted deviation (see Eq 5).

4.1.1.3 WI_L = waviness index (see Eq 6 and 7).

4.1.1.4 *SWI* = surface waviness index (see Eq 8).

4.1.1.5 $|D_{kj}|$ = absolute value of the length adjusted deviation (see Eq 24).

4.1.2 *Defined Wheel Path Traffic Equations:*

4.1.2.1 TD_i = transverse elevation difference between the wheel paths of defined wheel path traffic (see Eq 9).

4.1.2.2 TDC_i = transverse change in elevation difference between wheel paths of defined wheel path traffic (see Eq 10).

4.1.2.3 RMS TD_{Lx} = RMS transverse elevation difference between wheel paths of defined wheel path traffic (see Eq 11).

4.1.2.4 LD_i = longitudinal elevation difference between front and rear axles on wheel paths of defined wheel path traffic (see Eq 12).

4.1.2.5 LDC_i = Longitudinal change in elevation difference between front and rear axles on wheel paths of defined wheel path traffic (see Eq 13).

4.1.2.6 RMS LD_{Lx} = RMS longitudinal elevation difference between axles on wheel paths of defined wheel path traffic (see Eq 14).

4.1.3 *Levelness Equations:*

4.1.3.1 mh_L = mean elevation of survey line, *L,* calculated for use only in calculating mh_{TS} (see Eq 15).

4.1.3.2 mh_{TS} = mean elevation of a test section, calculated for use only in calculating dh_L (see Eq 16).

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4.1.3.3 dh_L = number of elevation data points of survey line, L, passing the specification, $dmax$, used for calculating both EC_L and EC (see Eq 17 and 18).

4.1.3.4 EC_L = percentage of elevation data points on survey line, L, that comply with $dmax$ (see Eq 19).

4.1.3.5 EC = percentage of elevation data points within a test section complying with $dmax$ (see Eq 20).

4.1.3.6 mh_d = mean elevation of each 15-ft section of survey line, L, calculated for use only in calculating RMS LV_L (see Eq 21).

4.1.3.7 ms_d = mean slope of the least squares fit line of each 15-ft section of survey line, L, calculated for use only in calculating $RMS\ LV_L$ (see Eq 22).

4.1.3.8 $RMS\ LV_L$ = RMS of least squares fit 15-ft slopes (see Eq 23).

4.2 *Waviness Index—Chord Length Range:*

4.2.1 Unless a different range is specified, the waviness index, WI_L, shall be calculated for a 2-, 4-, 6-, 8-, and 10-ft chord length range.

4.2.2 The chord length, $2ks$, is limited by the total number of survey points along a survey line. To ensure that the elevation of every survey point is included in the deviation calculation that uses the largest value of k, the maximum value of k, called $kmax_L$, is determined by:

$$kmax_L = imax_L / 3 \text{ (rounded down to an integer)} \quad (1)$$

4.2.3 Reduce the maximum chord length so that $2(kmax_L)s$ is approximately equal to the maximum length that is of concern to the user.

NOTE 3—For longer survey lines, $kmax_L$, which is determined using Eq 1, permits the use of chord lengths, $2ks$, longer than those of interest or concern to the floor user.

4.2.4 The maximum chord length for suspended floor slabs shall be 4 ft, unless the slab has been placed without camber and the shoring remains in place.

4.3 *Waviness Index—Maximum Number of Deviation Measurements per Chord Length:*

4.3.1 As the values of k are increased from 1 to $kmax_L$, the number of deviation calculations decreases.

$$jmax_k = imax_L - 2k \quad (2)$$

4.4 *Waviness Index—Deviation:*

4.4.1 As shown in Fig. 1, the deviation, D_{kj}, is

$$D_{kj} = h_{j+k} - \frac{1}{2}(h_j + h_{j+2k})\ in. \quad (3)$$

4.5 *Waviness Index—RMS Deviation:*

4.5.1 RMS D_k is calculated for each chord length using all points along the survey line.

$$\text{RMS}\,D_k = \sqrt{\frac{\sum_{i=1}^{jmax_k} D_{kj}^2}{jmax_k}}\ in. \quad (4)$$

4.6 *Waviness Index—Length-Adjusted Deviations:* LAD_k is calculated for a reference length, L_r, using Eq 5.

$$LAD_k = \sqrt{\frac{\frac{L_r}{2ks}\left[\sum_{i=1}^{jmax_k} D_{kj}^2\right]}{jmax_k}}\ in. \quad (5)$$

4.7 *Waviness Index—*The values of LAD_k obtained for each value of k shall be combined with other LAD values for each line L by weighing the values in proportion to $jmax_k$ to obtain the waviness index, WI_L.

$$WI_L = \sqrt{\frac{\sum_{k=1}^{kmax_L}(jmax_k LAD_k^2)}{n_L}}\ in. \quad (6)$$

where

$$n_L = \sum_{k=1}^{kmax_L} jmax_k \quad (7)$$

4.8 *Surface Waviness Index—*The individual values of waviness index, WI_L, obtained for each survey line shall be combined to give a surface waviness index, SWI, by combining them in proportion to n_L.

$$SWI = \sqrt{\frac{\sum_{L=1}^{L_{max}} n_L\, WI_L^2}{\sum_{L=1}^{L_{max}} n_L}}\ in. \quad (8)$$

4.9 *Defined Wheel Path Calculations:*

4.9.1 *Transverse Elevation Difference—*TD_i is calculated for a pair of wheel path survey lines, using Eq 9 *(i = 1, 2, 3 . . . $imax_{Lx}$)*.

$$TD_i = (hb_i - ha_i)\ in. \quad (9)$$

where TD_i is positive when the right wheel path is higher than the left and negative when the right wheel path is lower than the left.

4.9.2 *Transverse Change in Elevation Difference—*TDC_i is calculated for each pair of wheel path survey lines using Eq 10 $(i = 1, 2, 3 \ldots (imax_{Lx} - 1))$.

$$TDC_i = (TD_{i+1} - TD_i)/s\ in./ft \quad (10)$$

where TDC_i is positive when the vehicle tilted left from its previous position and negative when it is tilted right from its previous position $(i = 1, 2, 3 \ldots imax_{Lx})$.

4.9.3 *Transverse RMS Elevation Difference—*RMS TD_{Lx} is calculated for a pair of wheel path survey lines using Eq 11.

$$RMS\,TD_{Lx} = \sqrt{\frac{\sum_{i=1}^{imax_{Lx}} TD_i^2}{imax_{Lx}}}\ in. \quad (11)$$

4.9.4 *Longitudinal Elevation Difference—*LD_i is calculated for a pair of wheel path survey lines using Eq 12 *(i = 1, 2, 3 . . . $(imax_{Lx} - Lg))$*.

$$LD_i = \left(\left(\frac{ha_{i+Lg} + hb_{i+Lg}}{2} \right) - \left(\frac{ha_i + hb_i}{2} \right) \right) in. \tag{12}$$

4.9.5 *Longitudinal Change in Elevation Difference—LDC$_j$*is calculated for a pair of wheel path survey lines using Eq 13 (j = 1, 2, 3 . . . ($imax_{Lx} - Lg - $ 1)).

$$LDC_i = (LD_{i+1} - LD_i)/s \; in./ft \tag{13}$$

4.9.6 *Longitudinal RMS Elevation Difference—RMS LD$_{Lx}$* is calculated for a pair of wheel path survey lines using Eq 14.

$$RMS\,LD_{Lx} = \sqrt{\frac{\sum_{i=1}^{(imax_{Lx} - Lg)} LD_i^2}{(imax_{Lx} - Lg)}} \; in. \tag{14}$$

4.10 *Calculations for Elevation Conformance:*

4.10.1 *Mean Elevation of Survey Line—mh$_L$* is calculated for survey line, *L,* using Eq 15.

$$mh_L = \sqrt{\frac{\sum_{i=1}^{imax_L} h_i}{imax_L}} \; in. \tag{15}$$

4.10.2 *Mean Elevation of a Test Section—mh$_{TS}$* is calculated for a test section using Eq 16.

$$mh_{TS} = \sqrt{\frac{\sum_{L=1}^{Lmax_L} mh_L}{Lmax_L}} \; in. \tag{16}$$

4.10.3 *Elevation Points Passing—dh$_L$* the number of elevation data points that lie within the maximum allowable deviation, *dmax*, from the test section elevation data mean is calculated using Eq 17 and 18.

$$dh_L = \sum_{L=1}^{Lmax} \sum_{imax}^{imax_L} 1/2 \left(1 + \frac{|x|}{x} \right) \tag{17}$$

where

$$x = dmax - |h_i - mh_{TS}| \tag{18}$$

and

$$\frac{|x|}{x} = 0 \quad when \; x = 0$$

4.10.4 *Elevation Conformance of a Survey Line—EC$_L$* is calculated using Eq 19.

$$EC_L = 100 \left[\frac{dh_L}{imax_L} \right] percent \tag{19}$$

4.10.5 *Elevation Conformance of a Test Section—EC* is calculated using Eq 20.

$$EC = 100 \left[\frac{\sum_{L=1}^{Lmax} dh_L}{\sum_{L=1}^{Lmax} imax_L} \right] percent \tag{20}$$

4.11 *Calculations for RMS Levelness—RMS LV$_L$,*the RMS of the successive 15-ft least squares fit slopes of each survey line, *L,* is calculated using Eq 21-23.

4.11.1 *Mean Elevation over 15 ft—mh$_d$,*the mean elevation for each 15-ft section of survey line, *L,* is calculated using Eq 21 (*d* = 1, 2, 3 . . . ($imax_L - 15/s$)).

$$mh_d = \sum_{i=d}^{d+15/s} \frac{h_i}{15/s + 1} \; in. \tag{21}$$

4.11.2 *Least Squares Fit Slope over 15 ft—ms$_d$,*the mean slope of the least squares fit line through each 15-ft section of survey line, *L,* is calculated using Eq 22 (*d* = 1, 2, 3 . . . ($imax_L - 15/s$)).

$$ms_d = \frac{6}{15} \left[\frac{2 \sum_{i=d}^{d+15/s} (i - d + 1)h_i}{(15/s + 1)(15/s + 2)} - mh_d \right] \; in./ft \tag{22}$$

4.11.3 *RMS Levelness— RMS LV$_L$,*the RMS of the slopes of all 15-ft sections of survey line, *L,* is calculated using Eq 23 (*d* = 1, 2, 3 . . . ($imax_L - 15/s$)).

$$RMS\,LV_L = \sqrt{\frac{\sum_{d=1}^{(imax_L - 15/s)} ms_d^2}{(imax_L - 15/s)}} \; in./ft \tag{23}$$

5. Significance and Use

5.1 This test method provides statistical and graphical information concerning floor surface profiles.

5.2 *Results of this test method are for the purpose of:*

5.2.1 Establishing compliance of random or fixed-path trafficked floor surfaces with specified tolerances,

5.2.2 Evaluating the effect of different construction methods on the waviness of the resulting floor surface,

5.2.3 Investigating the curling and deflection of concrete floor surfaces,

5.2.4 Establishing, evaluating, and investigating the profile characteristics of other surfaces, and

5.2.5 Establishing, evaluating, and investigating the levelness characteristics of surfaces.

5.3 *Application:*

5.3.1 *Random Traffic*—When the traffic patterns across a floor are not fixed, two sets of survey lines, approximately equally spaced and at right angles to each other, shall be used. The survey lines shall be spaced across the test section to produce lines of approximately equal total length, both parallel to and perpendicular to the longest test section boundary. Limits are specified in 7.2.2 and 7.3.2.

5.3.2 *Defined Wheel Path Traffic*—For surfaces primarily intended for defined wheel path traffic, only two wheel paths and the initial transverse elevation difference ("side-to-side") between wheels shall be surveyed.

5.3.3 *Time of Measurement*—For new concrete floor construction, the elevation measurements shall be made within 72 h of final concrete finishing. For existing structures, measurements shall be taken as appropriate.

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5.3.4 *Elevation Conformance*—Use is restricted to shored, suspended surfaces.

5.3.5 *RMS Levelness*—Use is unrestricted, except that it is excluded from use with cambered surfaces and unshored, elevated surfaces.

6. Apparatus

6.1 *Point Elevation Measurement Device:*

6.1.1 *Type I Apparatus*—A device capable of measuring the elevations of a series of points spaced at regular intervals along a straight line marked on the floor surface shall be used for this test. Examples of Type I point elevation measurement devices include, but are not limited to:

6.1.1.1 *Leveled Straight-edge,*

6.1.1.2 *Optical or Laser Level* with vernier or scaled target,

6.1.1.3 *Taut Level Wire* with gage to measure vertical distance from wire to floor, and

6.1.1.4 *Floor Profilometer*—a device that moves along a line on the floor's surface and produces a continuous record of the elevation.

6.1.2 *Type II Apparatus*—A device capable of measuring the elevation differences between sequential points spaced at regular specified intervals along a straight line across the floor surface shall be used for this test. Since the results obtained with this test method vary slightly depending on the particular measurement device employed, all project participants shall agree on the measurement device to be used prior to the application of this test method for contract specification enforcement. Examples of Type II point elevation measurement devices include, but are not limited to:

6.1.2.1 *Inclinometer*—a device that measures the angle between horizontal and the line joining the two points of contact with the floor's surface, and

6.1.2.2 *Longitudinal Differential Floor Profilometer*—a device that moves along a line on the floor's surface and produces a record of the individual elevation differences.

6.2 *Ancillary Equipment:*

6.2.1 *Measurement Tape,* and

6.2.2 *Chalk Line* (or other means for marking straight lines on the test surface).

6.3 *Data Recorder*—A convenient means for recording the readings and the information described in the procedure section shall be suitable for this test. Examples of means for data recording include, but are not limited to:

6.3.1 *Manual Data Sheet,*

6.3.2 *Magnetic Tape Recorder* (voice or direct input),

6.3.3 *Paper Chart Recorder,* and

6.3.4 *Direct Computer Input.*

7. Procedure

7.1 *Test Sections*—Divide the test surface into test sections. Assign a different identification number to each test section and record the locations of all test section boundaries. No portion of the test surface shall be associated with more than one test section.

7.2 *Survey Lines.*

7.2.1 Establish the number and location of survey lines to be used in each test section. Assign a different identification number to each survey line and mark each survey line on the test surface. Survey lines shall be parallel to the principal axes of each concrete placement.

Note 4—Typical spacing of survey lines should be 30 ft or less in order to obtain a sufficiently large statistical sample.

7.2.2 No survey line shall be shorter than $15s$.

7.2.3 Survey lines shall not be prohibited from crossing control joints and construction joints but shall not cross planned changes in surface slope. Record location of joints in data collected.

7.2.4 For defined wheel path traffic, survey lines shall be equal in length, measured in the same direction, and the survey points on each line shall be directly opposite each other, numbered in identical sequence. Each survey line shall be centered upon the midpoint of the wheel width. Label each pair of wheel path survey lines as L_x, where L_x is the pair designator, for example, (L_x = 1x, 2x, 3x . . .).

7.2.5 For elevation conformance, measure each h_1 for all survey lines, in inches deviation from a common benchmark, within each test section to be evaluated; and either measure or calculate all successive h_i so that each is relative to the common benchmark.

7.2.6 For RMS levelness, orient each survey line, L, in line with each specified slope to be tested.

7.3 *Survey Points:*

7.3.1 Subdivide each survey line into spaces of length, s. Sequentially number each successive point down the survey line as 1, 2, 3, and so forth.

7.3.2 The minimum total number of survey points in a test section with an area, A, in ft^2, shall be $A/16$ for random traffic floors.

7.3.3 For defined wheel path traffic, points on each pair of wheel path survey lines shall be located directly opposite each other.

7.3.4 For defined wheel path traffic, assign the total number of survey points, $imax_L$, of either survey line of the pair to $imax_{Lx}$.

7.4 *Elevation Measurement:*

7.4.1 For each survey line of the test section, measure and record in sequence.

7.4.1.1 The elevations of all survey points if a Type I apparatus is used, or

7.4.1.2 The differences in elevation between all adjacent survey points if a Type II apparatus is used.

8. Calculation of Results

8.1 *Elevations*—Calculate the elevation of all survey points along each survey line. Designate these elevations as: h_1, h_2, . . . h_i, . . . h_{imax_L} except for defined wheel path traffic, which shall be designated as either:

$$ha_1, ha_2, \ldots ha_i, \ldots ha_{imax_{Lx}}$$

$$hb_1, hb_2, \ldots hb_i, \ldots hb_{imax_{Lx}} \text{ or}$$

where *ha* is used for left wheel paths and *hb* is used for right wheel paths, and the *a* and *b* designations are ignored except in Eq 9 and Eq 12.

8.2 *Maximum Chord Length for Waviness Index:*