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

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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 SI units.

NOTE 1—This test method is the companion to inch-pound Test Method E1486.

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 by 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 the root mean squares, 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 The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

1.3 *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]

E1486 Test Method for Determining Floor Tolerances Using Waviness, Wheel Path and Levelness Criteria

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 from the mean elevation of all data within 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 4.5-m long sections of a survey line, *L*. The RMS

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[2] For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

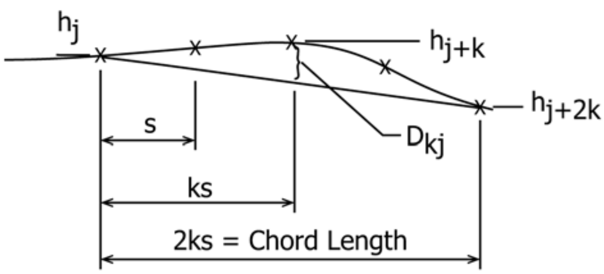

FIG. 1 Explanation of Symbols

LV_L is compared to 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 straightedge (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 0.3 m, and where *k* is equal to 1, 2, 3, 4, and 5 to define chord lengths of 0.6, 1.2, 1.8, 2.4, and 3.0 m, respectively, unless values for *s* and for *k* are otherwise stated.

3.1.3.2 *deviation* (D_{kj})—the vertical distance between the surface and the midpoint, *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 3 m, 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.

3.2 *Symbols:*

A = area of test section, m^2.

d = point *i*, of the (4.5/*s* + 1) point subset of *i* = 1 to *imax,* where *d* is a point within the (4.5/*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, mm.

dmax = specified maximum allowable deviation from the test section elevation data mean.

EC = 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 = 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, mm.

ha_i = elevation of the points along the survey line of the left wheel path of defined wheel path traffic, mm.

hb_i = elevation of the points along the survey line of the right wheel path of defined wheel path traffic, mm.

i = designation of the location of survey points along a survey line (i = 1, 2, 3 . . . $imax_L$).

$imax_L$ = total number of survey points along a survey line.

$imax_{Lx}$ = 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 . . . $jmax_k$).

$jmax_k$ = 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 . . . *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, in metres divided by *s*.

Lmax = number of survey lines on the test surface.

L_r = reference length of 3 m, the length to which the RMS deviations, RMS D_k, from chord lengths other than 3 m are adjusted.

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

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

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

mh_d = mean elevation of each 4.5-m section of survey line, L, mm (d = 1, 2, 3 . . . ($imax_L - 4.5/s$)).

ms_d = mean slope of the least squares fit line of each 4.5-m section of survey line, L, mm/m (d = 1, 2, 3 . . . ($imax_L - 4.5/s$)).

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). $n_{\Rightarrow\alpha L}$ 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, mm.

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

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

s = spacing between adjacent survey points along a survey line (0.3 m unless a smaller value is stated), m.

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

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

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

WI_L = waviness index for survey line L with chord length range from 0.6 to 3.0 m unless a different range is stated, mm.

3.3 *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 only for use in calculating mh_{TS} (see Eq 15).

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

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, which 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 4.5-m section of survey line, L, calculated only for use in calculating RMS LV_L (see Eq 21).

4.1.3.7 ms_d = mean slope of the least squares fit line of each 4.5-m section of survey line, L, calculated only for use in calculating $RMS\ LV_L$ (see Eq 22).

4.1.3.8 $RMS\ LV_L$ = RMS of least squares fit 4.5-m 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 0.6, 1.2, 1.8, 2.4, and 3.0-m 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:

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

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, $kmax_L$, 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 1.2 m, 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.

$$jmax_k = imax_L - 2k \tag{2}$$

4.4 *Waviness Index—Deviation:*

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

$$D_{kj} = h_{j+k} - \frac{1}{2}(h_j + h_{j+2k})\ mm \tag{3}$$

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.

$$RMS\,D_k = \sqrt{\frac{\sum_{j=1}^{jmax_k} D_{kj}^2}{jmax_k}}\ mm \tag{4}$$

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

$$LAD_k = \sqrt{\frac{\frac{L_r}{2ks}\left[\sum_{j=1}^{jmax_k} D_{kj}^2\right]}{jmax_k}}\ mm \tag{5}$$

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:

$$WI_L = \sqrt{\frac{\sum_{k=1}^{kmax_L}\left(jmax_k\, LAD_k^2\right)}{n_L}}\ mm \tag{6}$$

where:

$$n_L = \sum_{k=1}^{kmax_L} jmax_k \tag{7}$$

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:

$$SWI = \sqrt{\frac{\sum_{L=1}^{L_{max}} n_L WI_L^2}{\sum_{L=1}^{L_{max}} n_L}}\ mm \tag{8}$$

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 . . . $imax_{Lx}$).

$$TD_i = (hb_i - ha_i)\ \text{mm} \tag{9}$$

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 . . . ($imax_{Lx}$ – 1)).

$$TDC_i = (TD_{i+1} - TD_i)/s\ \ mm/m \tag{10}$$

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 . . . $imax_{Lx}$).

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

$$RMS\,TD_{Lx} = \sqrt{\frac{\sum_{i=1}^{imax_{Lx}} TD_i^2}{imax_{Lx}}}\ mm \tag{11}$$

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))*.

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

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

$$LDC_i = (LD_{i+1} - LD_i)/s\ mm/m \tag{13}$$

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

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

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.

$$mh_L = \frac{\sum_{i=1}^{imax_L} h_i}{imax_L}\ mm \tag{15}$$

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

$$mh_{TS} = \frac{\sum_{L=1}^{Lmax_L} mh_L}{Lmax}\ mm \tag{16}$$

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.

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

where:

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

and

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

4.10.4 *Elevation Conformance of a Survey Line—EC_L* is calculated using Eq 19.

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

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

$$EC = 100\left[\frac{\sum_{L=1}^{Lmax} dh_L}{\sum_{L=1}^{Lmax} imax_L}\right]\% \quad (20)$$

4.11 *Calculations for RMS Levelness*—RMS LV_L, the RMs of the successive 4.5-m least squares fit slopes of each survey line, *L,* is calculated using Eq 21 through Eq 23.

4.11.1 *Mean Elevation over 4.5 m—mh_d,* the mean elevation for each 4.5-m section of survey line, *L,* is calculated using Eq 21 *(d* = 1, 2, 3 . . . *($imax_L$ − 4.5/s)).*

$$mh_d = \sum_{i=d}^{d+4.5/s} \frac{h_i}{4.5/s+1} mm \quad (21)$$

4.11.2 *Least Squares Fit Slope over 4.5 m—ms_d,* the mean slope of the least squares fit line through each 4.5-m section of survey line, *L,* is calculated using Eq 22 *(d* = 1, 2, 3 . . . *($imax_L$* − 4.5/ *s)).*

$$ms_d = \frac{6}{15}\left[\frac{2\sum_{i=d}^{d+4.5/s}(i-d+1)h_i}{(4.5/s+1)(4.5/s+2)} - mh_d\right] mm/m \quad (22)$$

4.11.3 *RMS Levelness—RMS LV_L*, the RMS of the slopes of all 4.5-m sections of survey line, *L*, is calculated using Eq 23 (*d* = 1, 2, 3 . . . (*$imax_L$* − 4.5/*s*)).

$$RMS\,LV_L = \sqrt{\frac{\sum_{d=1}^{(imax_L-4.5/s)} ms_d^2}{(imax_L-4.5/s)}} mm/m \quad (23)$$

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 the following:*

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.

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 method. Examples of Type I point elevation measurement devices include, but are not limited to:

6.1.1.1 *Leveled Straightedge*,

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,

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, and

6.1.1.5 *Laser Imaging Device*.

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 method. Since the results obtained with this test method varies 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 the 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 method. 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 10 m or less in order to obtain a sufficiently large statistical sample.

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

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 = 1*x*, 2 *x*, 3*x* . . .).

7.2.5 For elevation conformance, measure each h_1 for all survey lines, *L,* in millimetres, 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 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 square metres, shall be *A*/1.5 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:

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

or

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

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:*

8.2.1 Using Eq 1, determine $kmax_L$. Reduce $kmax_L$ so that $2kmax_Ls$ equals the maximum chord length of interest.

8.2.2 Choose all values of *k* starting with 1 and increasing to $kmax_L$.

8.2.3 For each value of *k*, calculate the total number of deviations with a chord length 2*ks* along a survey line using Eq 2.

8.3 *Deviation*—For each value of *k,* choose all values of *j* starting with 1 and increasing to $jmax_k$. Using Eq 3, calculate the deviation from the elevations of the three survey points.

8.4 *RMS Deviation*—Sum the values of D_{kj}^2 and calculate the *RMS* D_k, using Eq 4.

8.5 *Length-Adjusted Deviation*—Calculate the LAD_k, using Eq 5 for a reference length, L_r.

8.6 *Waviness Index—*WI_L is calculated using Eq 6, by combining all the LAD_k values for that line. Eq 7 is used to determine n_L.

8.7 *Location of the Largest Deviations*—For the different values of *k* determine the locations where the length adjusted deviations are larger in magnitude than twice the waviness index. This occurs when:

$$|D_{kj}| > 2WI_L\sqrt{\frac{2ks}{L_r}}\,\text{mm} \tag{24}$$

where:

$|D_{kj}|$ = the absolute value of D_{kj}

8.8 Repeat 8.1 – 8.7 for all survey lines on the test section.

8.9 *Surface Waviness Index*—Combine all WI_L values to obtain the SWI, using Eq 8.

8.10 *Additional Requirements for Defined Wheel Path Traffic:*

8.10.1 *Transverse Elevation Difference*—Calculate the transverse elevation differences, TD_i, between corresponding points on each wheel path survey line, using Eq 9.

8.10.2 *Transverse Change in Elevation Difference*—Calculate TDC_i, the successive changes in TD_i, for each wheel path survey line pair, *Lx*, using Eq 10.

8.10.3 *Transverse RMS Elevation Difference*—Calculate RMS TD_{Lx}, the RMS of the transverse elevation differences TD_i, for each wheel path survey line pair, *Lx*, using Eq 11.

8.10.4 *Longitudinal Elevation Difference*—Calculate LD_i, the elevation differences between front and rear axles at corresponding points on each wheel path survey line pair, *Lx*, using Eq 12.

8.10.5 *Longitudinal Change in Elevation Difference*—Calculate LDC_i, the successive changes in LS_i, for each wheel path survey line pair, *Lx*, using Eq 13.