Pavement Historical Database (PHD) FAQ

General Information

*_NOTE_: **Bold** links are those that have been updated or are new in this release.*

PHD Summary

Who do I contact for PHD problems or questions?

You can contact the PHD Administrator, Justin Schenkel, at 517-636-6006, or one of the Region designated PHD Liaisons below:

Bay: Annette Shelton
Grand: Bill Loehle
Metro: Ashok Punjabi
North: Maureen Sweeney
Southwest: Kyle Rudlaff
Superior: Alison Hamlin
University: Scott Walter

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What is PHD? Can it be discontinued? What is all this data used for? Has a cost/benefit analysis been done?

PHD contains as built pavement information such as surface type, lane width, and surface layer details. It will provide readily available data across the department to serve a variety of needs, such as project scoping, design, research, maintenance, and forensic analysis.

One use of the data is for federal Highway Performance Monitoring System (HPMS) reporting. This reporting is required annually of all states and includes pavement related data such as surface type, year of last construction, last overlay thickness, total thickness of rigid pavement, total thickness of flexible pavement, base type, base thickness, binder type, dowel bar presence, and joint spacing. Most of these items were added to the HPMS requirements beginning with 2010 reporting for 2009 projects. PHD has been instrumental in meeting these requirements and, thus, is an important database for MDOT.

Additionally, PHD data is collected for project scopes. It is now an item on the Statewide Scoping Checklist (form 0595).

PHD is also used to provide data to the Transportation Asset Management Council (TAMC) for non MAP projects. Such reporting to TAMC is a state law requirement. The MAP database is used to provide data to TAMC for MAP projects.

Since PHD contains projects from 2009 and after, other benefits may not be realized for a number of years. As network coverage grows each year, its usefulness in providing readily available data for use in other business processes will grow.

A cost/benefit analysis has not been performed. It would be difficult to quantify the benefit of meeting federal requirements and state law. In future years, it may be possible to estimate time saved by accessing the database for information rather than searching through paper files and as-built plans. The database format will especially save time when data is needed for multiple projects, as is often the case for forensic and trend analysis and research. As discussed elsewhere, an AG3 code has been established for use in DCDS to begin tracking data gathering, entry, and QA costs.

What is the difference between MAP and Non-MAP jobs?

MAP jobs are those that have a MDOT Job Number with information stored in the MDOT Architecture Project (MAP) database. The MAP database is associated to MPINS, ACRS, etc. MAP jobs do not include maintenance-funded projects (those with a job number starting with an 'M').

Non-MAP jobs are those that do not have information stored in the MAP database. Non-MAP jobs include work by maintenance forces (MDOT or county), Transportation Work Authorizations (TWA), warranty work, maintenance-funded projects, historic (older let projects not in MAP), and Permit work.

Both types are required for PHD data entry because work occurs on MDOT trunkline.

Can MAP or Non-MAP jobs be renamed in PHD?

MAP jobs cannot be renamed in PHD because their names are associated to information from the MAP database.

Conversely, Non-MAP jobs can be renamed in PHD because they are user defined. To rename a Non-MAP job in PHD, select the Modify tab under Post Constr. Data in the left navigation panel. Locate the Non-MAP job to be renamed and select it. Under Enter Job Information, click the text box next to 'Non MAP Job ID:'. Add or delete the text as needed. Click Next Step after renaming the job. Proceed through to the Road Segment List screen and click Save Report as Draft. The Non-Map job will have the new name as shown the Modify area.

PHD Responsibility

Who should perform data gathering and data entry? Who is responsible for QA? Should we consider using a consultant or a student to assist us?

Each region is to decide the best way to collect the information based on what would work best for them. QA is the responsibility of a permanent MDOT employee in the region or TSC. Note that only MDOT employees can have access to PHD, so data entry cannot be done by a consultant. Thus, consultants may collect the data needed for PHD, but an MDOT employee must enter it. Following are some examples of how different TSC/regions have performed data gathering and entry.

- The TSC set up the projects during design, but found that efficiency wasn't improved because of changes made during construction.
- The TSC requires the CE consultant to collect the data needed for PHD.
- The TSC had its technicians gather the necessary PHD information for each of its respective projects. Next, the technicians gave the information to a data entry person to complete the PHD entry work.

- The TSC's data entry person asks for the assistance of a construction technician to gather information from the construction files. Further clarification is sometimes needed from the project's construction technician.
- A user suggested having designers, as they are finalizing plans, calculate and catalog any new lanes with PR mile points, even if that information is only in a CADD file for PHD users to view to get the data.
- A user starts the input in PHD then, when information is needed from construction, the PHD screens are printed and given to construction staff to collect the information. PHD entry was completed when the information was provided.
- One user reports that the method that has worked best for their office is to have design staff provide a spreadsheet with all of the projects broken down into segments and identifying the lane assignments. Construction staff then enters the data into PHD.

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If a project was handled by a TSC that has closed, is it still associated with that TSC in PHD?

Yes, the project is still associated with the closed TSC in PHD.

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Can time spent on PHD related activities be charged to a job number?

DCDS time should be charged to the job number being entered or to overhead. Make sure to include the AG3 code, 802546, with any time entered for PHD. The AG3 code will help us track time spent on PHD. This code should be used for any time spent gathering or compiling data in preparation for data entry, entering data, and QA of data entered. Note that no funding is attached to an AG3 code (the AG3 is an additional column in your time).

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I have been locked out; how do I regain access? I forgot my password; can you help?

If you have forgotten your password, access the State of Michigan Single Sign-On webpage, enter your User ID, and click 'Need Password'. After answering your security questions, the Single Sign-On system will email you a new temporary password, so that you can access your account and create a new password. Your User ID is the same ID as the one used to access your State of Michigan computer. If you have forgotten the answers to your security questions, you will need to call the DTMB Client Service Center (phone number is on the service tag of your desktop/laptop) to have your password reset.

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Why don't I see the Review or Reassign options in the menu?

The Review and Reassign functions are only available to Data Owners and Administrators. If you do not see these functions, it is because you have the Data Entry or Read Only access level. If you believe you should have the Data Owner access level, contact your region PHD coordinator (refer to

Who do I contact for PHD problems or questions? for a list of coordinators) to check if you can get this access. Contact the PHD Administrator to get your access level changed.

When & What to Enter

When should data gathering and data entry be done?

It would be ideal to gather data during construction and enter it as soon as a project is complete. The **annual due date is February 28** for projects built the prior year. This date is set to allow MDOT to meet annual federal reporting requirements (Highway Performance Measuring System), which relies on data in PHD. Exceptions to this include projects that are built over multiple years and projects that include new or lengthened PR numbers and milepoints. In both of these cases, it is suggested that as much data entry be done as possible then completed when the project is finished or when the next version of framework becomes available. Framework is generally updated between March and May of each year.

What types of projects have to be entered into PHD?

Pavement, shoulder, or curb and gutter projects on trunkline routes are to be entered. This includes maintenance-funded projects (M job numbers), transportation work authorizations, warranty work, work completed by maintenance forces, and permit work on MDOT routes. Work on local agency routes is not entered into PHD.

Projects with at least 0.1 mile total, meeting the above descriptions, are required to be entered. Projects less than 0.1 mile are optional.

Historical projects can be entered, but are not required on a statewide basis. The focus has been on new projects and moving forward, although the usefulness of PHD would be greatly enhanced by availability of data for older projects. If a plan to enter historical projects is being considered, options may include entering only certain basic project data, only a certain network such as a freeway, or only certain high profile projects or corridors. It is recommended that you enter projects going back to the last time the base was placed.

Do very short projects have to be entered into PHD?

Projects shorter than 0.1 mile are optional. Some short projects are recommended to be entered such as when lanes are added or reconstructed. The region/TSC may determine that other types of work should also be entered. Examples include intersection reconstructions, addition of turn lanes, and culvert replacements. If a PR breaks along a turn lane, the two portions of the turn lane may be shorter than 0.1 mile, but the turn lane should be entered anyway. If you are unsure, it's better to enter more information than less.

Do we enter pavement projects outside of the paved shoulder (ie. sidewalks, non-motorized path, or PITWS)?

Work outside of the shoulder or curb and gutter is not included in PHD, (except for median information). However, items such as non-motorized paths within the shoulder or lanes need to be included, but are not separated. The width should be included in other adjacent lanes or shoulder. A comment can then be added to the Project Comment and/or Segment Comment boxes.

Pavement projects outside of the shoulder/curb and gutter (like the PITWS) cannot be entered, but can be noted by adding a note in the Project and/or Segment Comment boxes.

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Should warranty work be entered? If yes, should it be under the original job number?

Warranty work should be entered in PHD if work was done on the pavement and/or shoulder. The Job should be entered as a Non-MAP job and the job ID should be a "W" followed by the job number of the original project. For example, label warranty work as "W123456" to identify it as warranty work associated with job number 123456. See Chapter 4 of the PHD User Manual for further information.

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How do I find out about work that affects pavements that is done by maintenance as part of a permit or utility work or under warranty?

It is recommended that Permits and Utilities, Maintenance, and other appropriate personnel be alerted to the need to capture pavement related work so that they can provide that information to the data entry person or enter it themselves.

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Should skip patch projects be entered? If yes, how?

Yes, enter skip patch projects the same as other typical projects. Use the job number as the Job ID and enter the PR number and milepoints where the skip patches were placed. The HMA Top Course layer with appropriate materials information would be added to each lane receiving the skip patching.

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Are maintenance cross-overs supposed to be entered?

No. Some cross overs have PR numbers, but do not need to be entered in PHD.

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General PHD Entry Questions

Can segmentation be entered ahead of time or brought in from another source such as from the Lane Mile Inventory (LMI)?

Segmentation can be entered before the project is constructed if desired. One TSC set up the projects during design, but found that efficiency wasn't improved because of changes during construction. However, this experience does not necessarily apply to all projects. Bringing in segmentation from LMI is under consideration; however, some modification would be needed. This kind of segmentation may not match with PHD segmentation.

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Why can't PHD import or link to information from FieldManager/Field Book?

FieldManager cannot be accessed at this time. If it becomes possible in the future, it will be pursued.

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Why can't I enter projects using Control Sections (CS)?

CS numbers do not distinguish between bounds of a divided roadway and do not identify ramps. PR numbers provide different bounds and ramps with distinct numbers, which allows them to be entered separately. It is also MDOT's policy that PR numbers are the standard referencing system when storing data. Therefore, PR numbers are used and CS numbers are not.

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Can I sort lists of projects?

Whenever there is a list in PHD, users can click on the column headers to sort the list. In addition, lists can be filtered if filtering choices appear above the list. When filtering, the % symbol can be used as a wildcard.

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Is PHD migrated to the latest framework?

Data within the PHD database is, but segments currently being worked on are not.

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