Pavement Historical Database (PHD)
FAQ

Data Entry

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

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Data Entry Aids & Resources

What methods are being used around the state for capturing data? Is there a form to capture data?

Some use spreadsheets for various input items such as materials data and station to mile point conversions. Some use project plans to visually lay out sub-segments with color coding.

There is not an official form to fill in to capture data, but there is a PHD Data Spreadsheet, which can be used to help format data or be given to consultants for their data collection. This spreadsheet can be found on the PHD informational website.

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Is there a spreadsheet template for station to mile-point conversions?

Not specifically, but the PHD Data Spreadsheet can be used to convert stationing to mile-points. The beginning mile-point in reference to the beginning station is needed for proper conversion. Also, station equations would need to be manually applied within the spreadsheet.

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What resources can be used to find information needed for data entry?

The following reports, programs, or information may be used to aid in finding data for entry:

- ProjectWise
- Plans
- Job Mix Formula (JMF)
- PR/CS Finder
- Inspector Daily Reports (IDR)
- Lane Mile Inventory (LMI)
- MAP Reconciliation Report in PHD
- FieldManager
- Asphalt Tickets
- Other employees such as office technicians
- Sufficiency
- Material Test Reports

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What are some helpful hints to ease data entry?

To help speed up data entry, assemble the necessary data and layout the project segmentation in advance. Using the Copy Lane and Copy Segment features can help speed up data entry.

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General Data Entry

Can the number of data entry screens be consolidated?

This is being investigated. If you have good ideas on how to do this without eliminating data, please contact the PHD Administrator. Any suggestions to improve PHD are welcome and may be considered for the future.

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Can some of this data be deleted from PHD, or at least not required?

The data being gathered has been determined to be of use in future situations and for tracking purposes. If you have suggestions for which data you think are not needed or should not be required, please contact the PHD Administrator.

CPM projects can be "simplified" by selecting 'Yes' following the Simplified CPM prompt in the Job Details screen during project creation. In the Simplified format, users will not enter individual lanes and will only enter segment layer information. This format does not require segment changes based on lane changes.

Reduction in which data is required for historical projects, permit, warranty, and maintenance work is being investigated. This is a particular concern for non-MAP projects, for which some of the data may not be available.

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Why can't information from the Job Mix Formula be imported or linked to?

It is agreed this would be beneficial, but access isn't readily available in a compatible format at this time. Job Mix Formulas are not stored electronically in a common location that would facilitate this.

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Why don't I see the measurement/layer/attribute I need to enter in the drop-down choices?

Contact the PHD Administrator to see if the desired measurement/layer/attribute can be added.

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Can we have a comment box for lanes, shoulders, or segments? How about for the whole project?

Yes. Project and Segment Comment boxes are available for optional use. The Project Comment box is located in the Road Segment List screen and the Segment Comment box is located in the Segment Overview screen. The Project Comment box can be used for notes about the entire project, while the Segment Comment box can be used for notes on a particular segment.

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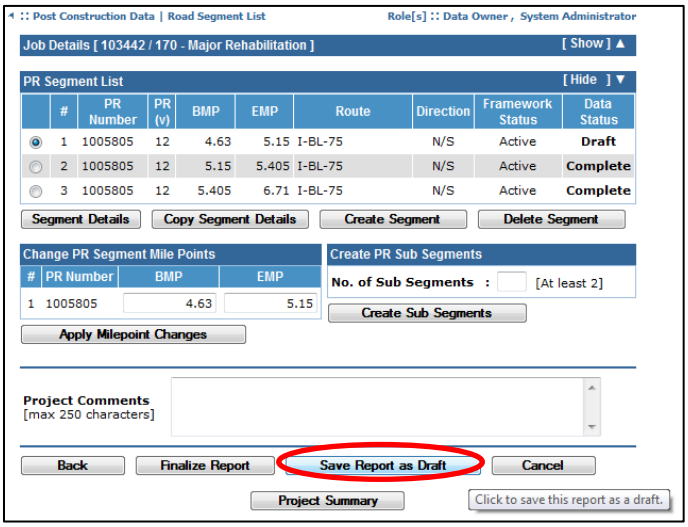
How do I save the data as a draft?

To save segment data as a draft, click the Save Report as Draft button. A green "submitted as draft…" confirmation message will display to confirm the save. The user can continue to work on the job, or work on it in the future, by using the Modify menu in the left navigation bar.



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I clicked on finalize, can I still enter data? Can I enter additional data I forgot after the project has been finalized? How do I make a correction to a project that has been finalized?

After a project has been finalized by a Data Entry person, it goes to a Data Owner for review. If the Data Owner has not finalized it, they can reassign it to you so that data may be added or corrected. If the Data Owner has finalized the project, it has to be unlocked by the PHD Administrator. The Administrator will need to know the Job ID to unlock it.

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Should I finalize a multi-year project after the first year?

No. Keep it in Draft mode until the project is complete.

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Job Details

How do I enter projects that have more than one job number?

Enter the work associated with each job number separately. This will be especially important if reports are created based on job number or when information related to specific job numbers is needed. An example of this is mainline work is done under one job number and shoulder work is done under another job number. Another example is an intersection improvement done under one job number and work outside the intersection done under another job number. Job numbers with non-pavement work only such as landscaping, freeway lighting, signage, etc., do not need to be entered.

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How do I create and name Non MAP jobs in PHD?

Use the following table for naming conventions of Non MAP jobs:

Project Type	Definition	Naming Convention
Maintenance	Maintenance funded work let through MDOT or another agency.	Use the job number including the letter "M" that precedes it.
TWA	Transportation Work Authorization funded.	Use the TWA number. Your region financial analyst can provide the number, or assign a number if needed.
Warranty	Work performed under the terms of a project warranty.	Use the prefix "W" followed by the original 5 or 6 digit job number.
Direct Forces Work	Work performed by MDOT employees or contract county forces.	Create a direct forces work reference number for PHD use only. Use the following conventions: DYYYYCNrouteBMP 1. The prefix "D" followed by four digits representing the year. 2. The two digit county number. 3. The route. Use an alpha numeric with a hyphen as separator; for example, "US-31" or "US-31BR". 4. The beginning mile point (including decimal point). (There is a twenty character limit.)
Historic	Projects let and constructed by MDOT prior to the implementation of MAP and therefore without MAP job numbers.	Use either the project number from the title sheet of the historic plans or the records used for the data entry.
Permit	Work constructed by others under permit; i.e., widenings for commercial driveways or utilities work.	Use the prefix "P" followed by the last 10 digits of the permit number. The TSC permit agent will be able to provide this information.

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How do I name a Non MAP maintenance jobs that don't have a job number?

These are jobs that are completed through the maintenance general funds. When these projects do not have an "M" job number, then use the 'Direct Forces Work' Non MAP naming convention to name the PHD job.

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CPM projects (such as crack seal) can cover a very large number of miles. This can take a lot of time to enter due to the large number of segments. Can this be simplified?

Yes. CPM projects can be "simplified" by selecting 'Yes' following the Simplified CPM prompt in the Job Details screen. For this prompt to appear the project must be a CPM project with Work Type Code 400 to 499. The Simplified CPM format reduces the amount of information that the user needs to enter. Users will not enter individual lanes and will only enter segment layer information. Therefore, this format does not require segment changes based on lane changes. This process will streamline PHD CPM entry and make CPM projects much easier to enter. Note, the Simplified CPM prompt can only be selected once, and will remain in the Simplified format for the duration of data entry.

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Why won't PHD allow me to create a project with a segment outside of my TSC/region jurisdiction?

TSC users can create projects and segments within the limits of his or her Region, but cannot do so outside of the Region limits. If projects or segments need to be created outside of Region limits, contact the PHD Administrator. The Administrator will create and reassign the project to you or the proper user.

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What if I get a PHD error message that a project is not allowed when I try to start a new project?

1. If it is a MAP project, verify the entered job number is correct and that only numerals are entered (no following letters or denotation).
2. Check if the project is outside of your jurisdiction (refer to *Why won't PHD allow me to create a project with a segment outside of my TSC/region jurisdiction?* regarding how a project should be handled when outside of TSC jurisdiction).
3. If the project has already been created, you will get a red error message that indicates this and tells you who the current owner is. If the project has been finalized and is in the database, the message will indicate this.
4. Finally, if all else fails, contact the PHD Administrator.

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What is the Open to Traffic date?

Select the date that reflects when all the lanes have been opened to traffic. If the project is not yet complete, enter an approximate placeholder, and update the date when the project is complete.

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How do I know if a job is a Special Project Type?

The Job Details box lets the user select up to two Special Project Types. This is used to indicate experimental or unique projects. The Special Project Type may be selected at job creation or added later during data entry. Also add notes to the Project and/or Segment Comment boxes to flag the unique information.

To qualify as a Special Project Type, the job needs to be one of the following:

1. A CPM Emerging Technology Program project.
    - Look for Work Type Codes 416 (New Treatment, Concrete) and 459 (New Treatment, Flexible and Composite) to indicate this Special Project Type.
2. A Pavement Demonstration Program project.
3. State pavement studies, which must include a study number.
    - This will have a study number, which is required for data entry.
4. Federal pavement studies, which must include a study number.
    - This will have a study number, which is required for data entry, (ex. SHRP Crack Treatment Experiment H-106).

** Experimental projects, except for those listed above, cannot be indicated in PHD, except by using the Project and/or Segment Comment boxes.*

Things that might indicate a Special Project include unique cross sections (ex. ultra-thin concrete pavement), unique materials (ex. crumb rubber), or other unique or strange conditions (ex. non-standard joint spacing).

Special Projects are uncommon and should be known by the pavement design engineer at the TSC or Region office. Contact these individuals if you think the project may qualify as a Special Project.

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How should I flag an experimental project? For example, I have one using crumb rubber.

If applicable, check the appropriate Special Project Type(s) in the Job Details box. Add notes to the Project and/or Segment Comment boxes to indicate crumb rubber use.

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Can I enter a fix life if it comes up blank, or modify it if it's wrong?

For MAP jobs, fix life cannot be edited. Fix life is read from the MAP database for many other MDOT business needs, so if it's incorrect or blank, please update MAP prior to MAP job creation in PHD.

For non-MAP jobs, the user must enter fix life since there is no database to read the information from.

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When creating a project in PHD, if the information that it pulls from MPINS is wrong, is there a way to correct the data in MPINS and then have PHD pull the correct data?

PHD pulls information from the MAP database only at job creation. Changes to MAP through MPINS will not be reflected in PHD after job creation; therefore, corrections need to be made in MAP prior to job creation in PHD. Only PR and milepoint information from MAP can be corrected in PHD after job creation. However, the MAP database should also be corrected for future use in other business processes.

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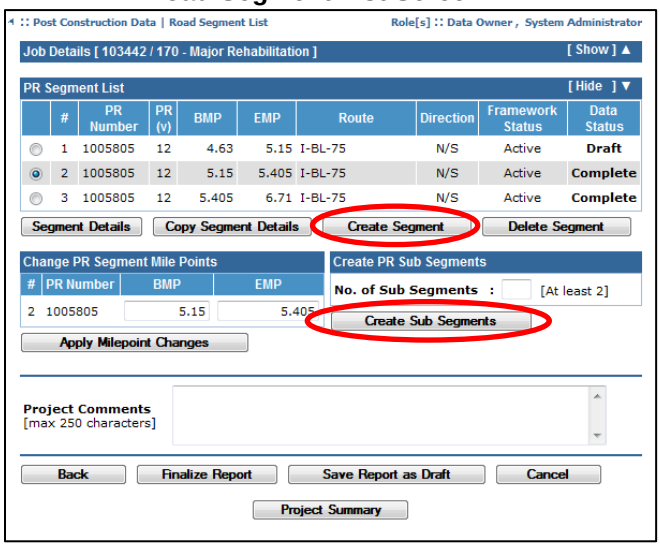
Segment Details

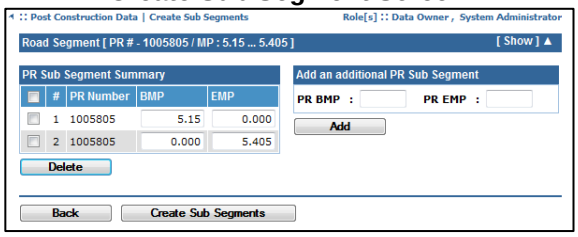
How do I create new segments?

Use the Create Segment button to create an entirely new segment. You will need to enter the PR number and milepoints. To create a new subsegment from an existing one, use the Create Sub Segment button. You will need to enter the milepoints for the new subsegments.

Road Segment List Screen



Create Sub Segment Screen



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Is there a minimum length of a segment?

No, there's no minimum length, but segments less than 0.1 mile may be entered with the adjacent segment at the user's discretion. It is advised however, that segments less than 0.1 mile involving additional lanes (turn lanes for example) be entered as segments and not included in adjacent segments to capture that additional lane-mileage.

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Why aren't there any lanes/segments listed that I can copy to when I use the Copy feature?

Lanes and segments you want to copy to need to be in Draft status. In the Segment Details or Lane Details screen, select the Save Segment/Lane as Draft button to convert Complete segments/lanes to Draft status.

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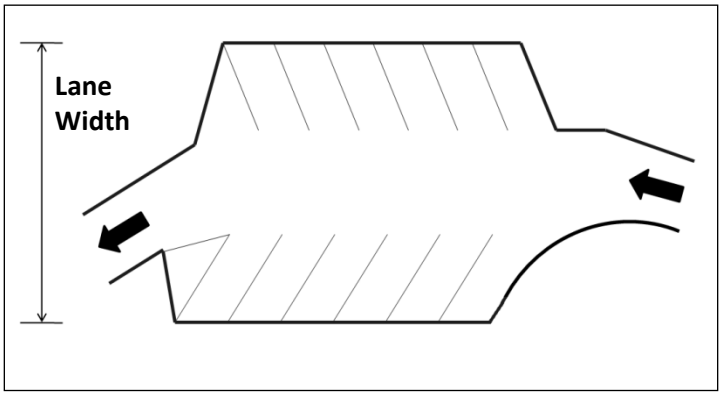
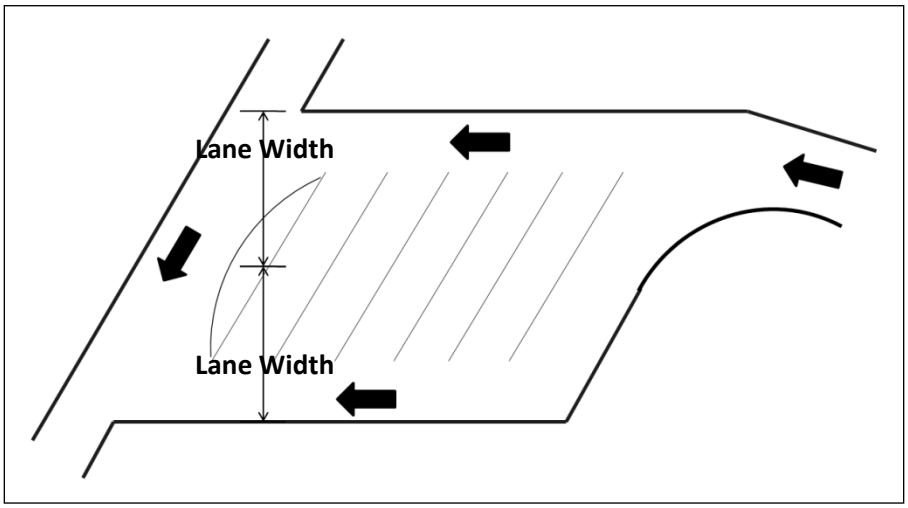
Since the PR numbers for rest areas include the parking area, does the parking area need to be entered?

Yes, consider each driving path as a separate lane and include parking spaces in the lane width. Ramps have their own PR number and should not be included in this area.

Note, this is different than how standard segments consider parking, which include parking in the shoulder. See *What is shoulder?* for standard segment parking entry.





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Entering ramps takes a lot of time. Do they have to be entered? If yes, how?

Yes, PR numbers for ramps begin or end at the 2-foot point, so portions of the ramp that are next to the mainline should be entered with the mainline. The remaining portion of the ramp is entered under its own PR number.

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We increased the length of a ramp, but when I enter the new milepoints, I get an error that they are outside the limits of the PR. Why does this happen?

PHD looks at the latest official PR Framework to make sure entered PR numbers and milepoints exist. When a new PR is created or the milepoints for a PR change, that needs to be reflected in the next version of the Framework. This typically happens between March and May each year. Since PHD data is typically entered before that, the error message occurs. The project can be held in Draft mode until the new Framework version is released.

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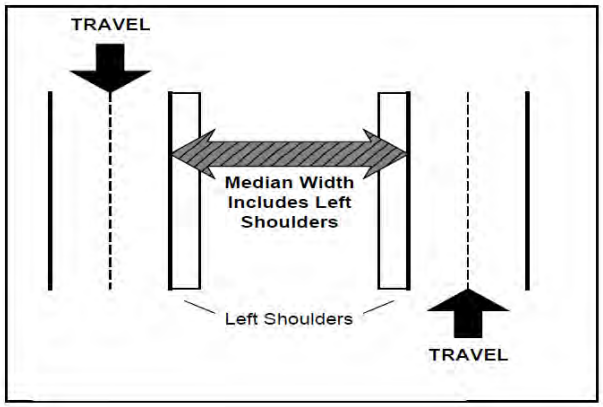
How do I enter Median information? When do I use the Median Type 'N/A'?

The pane for Median data entry is shown on the Segment Overview screen. Median information is required for traditional segments, but is not needed/shown for Simplified CPM segments. This information includes a Median Type and Width entry. The Median Type selection options include:

- Undivided
- Concrete Barrier
- Guardrail
- Cable Guardrail
- Raised Island with Curb
- Thick, impenetrable Vegetation
- Graded with ditch
- Flat (paved and unpaved)
- N/A – *use this for one-way segments without median (ie. ramps).*
- Other – *this allows the user to input a unique type in a text box below.*

As indicated in the text above, the Median Type 'N/A' only should be selected for one-way segments that do not have a median. Therefore, this should be primarily used for ramps. Two-way segments without medians should use the selection 'Undivided'.

The median width is the predominant median width including left shoulders, (if any), measured between the inside edges of the left-most through lanes in both directions, to the nearest foot. For example, see the image below:



Create new segments (sub-segments) when the Median Type or Median Width predominantly or significantly changes.

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Lane Details

Why do I have to enter data for each lane separately?

PHD was designed to capture differences between lanes that occasionally occur. The built-in copy functions can speed up data entry. Additionally, some PHD reports require individual lane information to provide the correct information. One example of this is the quantities of HMA and concrete placed which is provided by the Material Quantity Report.

If entering a CPM job that has Work Type Code 400 to 499 and segment lanes have identical work, then the Simplified CPM format can be selected at job creation and the job will not require lane data entry. Only segment layer information is required for the jobs using the Simplified CPM format. For further information, please see *CPM projects (such as crack seal) can cover a very large number of miles. This can take a lot of time to enter due to the large number of segments. Can this be simplified?*.

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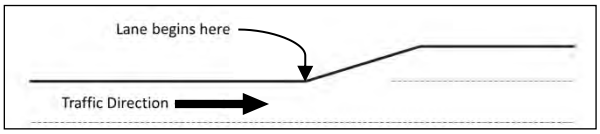
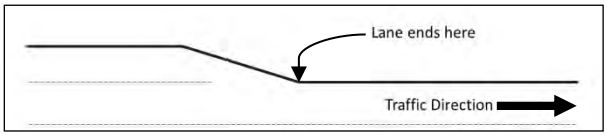
When should a tapered lane be considered a "lane" in PHD and have its own data entered?

A lane begins at the start of the taper of an additional lane. Similarly, a lane ends at the end of the taper.





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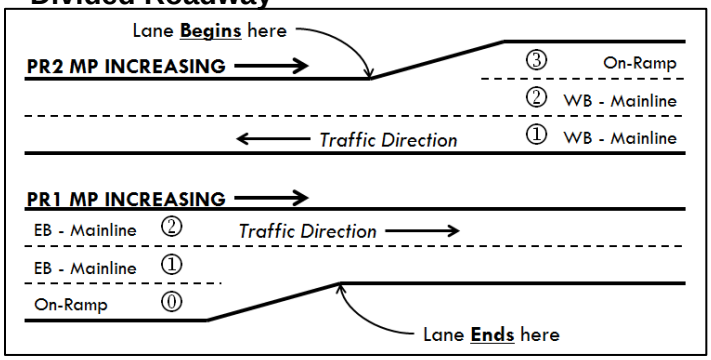
What is the lane numbering protocol?

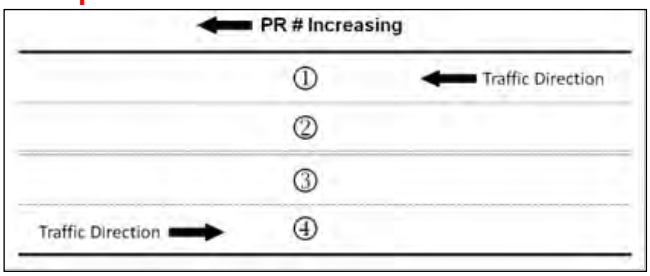
Lanes are always numbered right to left looking toward increasing mile points in the PR segment. The right-most mainline lane for the PR is always number 1. Lanes to the left of lane 1 would be lane 2, lane 3, and so on. Additional lanes or ramps to the right of lane 1 would be lane 0, lane -1, and so on. Typically, divided roadways have a different PR number for each direction, so they are numbered separately.

Divided Roadway

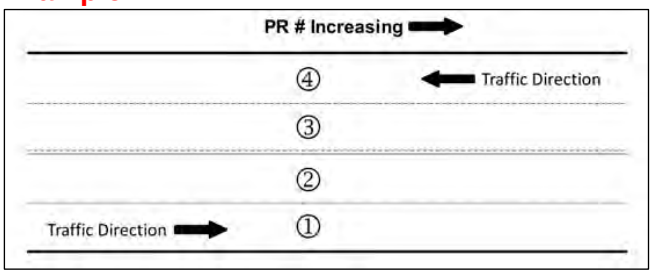


Undivided Roadway

Example 1



Example 2



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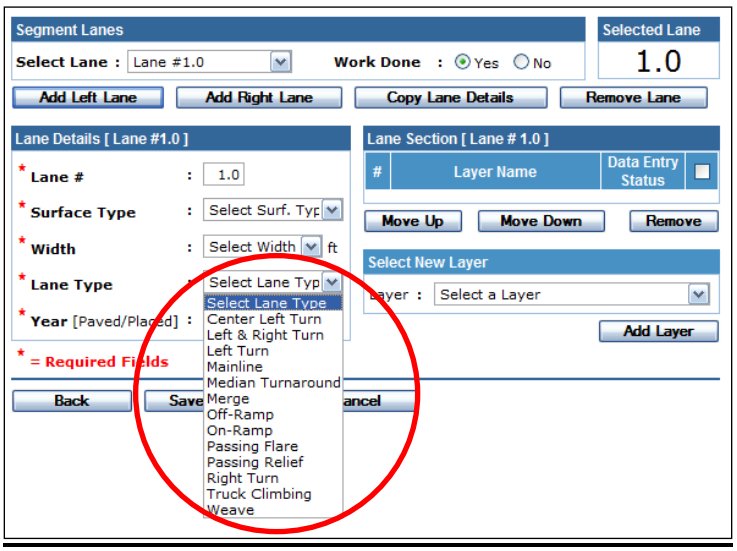
How are right and left turn lanes designated?

Right and left turn lanes are choices under Lane Details in the Lane Type drop-down box.



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Can turn lanes be separated from mainline segmentation?

No. Turn lanes should maintain current lane protocol and be maintained with mainline segments.

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How should passing relief lanes be numbered, since these are not continuous (like a ramp), but can be very long?

Passing relief lanes on the left side should just be numbered in the standard increasing number protocol. However, passing relief lanes on the right side could be numbered starting at # 1 or 0 (or less than 1). As a general rule of thumb, if the passing relief lane is less than a mile, use # 0 (or less than 1), but if the lane is longer than a mile, make the passing relief lane # 1.

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How do I enter a lane or layer that is split but with different materials?

- If both materials were placed as part of the same job, then the layer should be whichever material makes up a majority of the width of the lane.

- If the widths are identical, a 50/50 split, and part of the width is paved and part is existing pavement, then the layer should be entered as the material placed on the job.

- If the widths are identical, a 50/50 split, and both were placed as part of the job, then you may choose which one is entered.

These same principles apply to entering surface type for a lane.

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How do I enter lane width if the project paves only part of the lane width (partial paving)? For example, I have a project to widen an existing intersection.

If the pavement is partially paved, select 'Yes' for the data entry item 'Partial Width Paving'. Then select the width of paving in the new 'Paving Width' box below.

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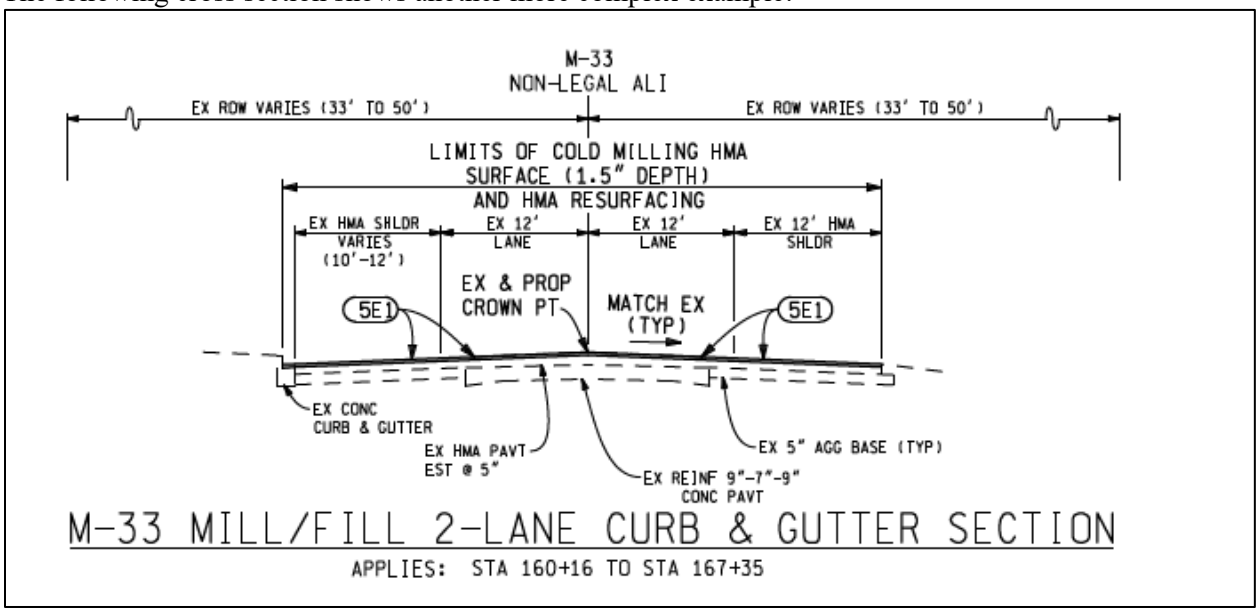
For Surface Type, do I only consider the top layer?

No. All pavement layers should be taken into account when entering Surface Type. Surface Type could also be called pavement type since it takes into account what's underneath the top surface. For example, the top surface may be HMA, but there is a jointed concrete underneath. In this case, the Surface Type would be 'HMA over existing Jointed Concrete', (not 'HMA full depth').

The following cross section shows another more complex example:



As shown in the cross section above, the existing mainline lanes were HMA over jointed concrete and the existing shoulders were HMA full depth, but for the current project, a new HMA layer is placed over all sections. Using the best option to account for all layers, the mainline lane Surface Type would be 'HMA over existing Jointed Concrete' and the shoulder Surface Type would be 'HMA over existing HMA'.

Review the choices below for selection of Surface Type and select the one that best describes all layers of the cross section:

- HMA full depth
- HMA over existing HMA
- HMA over existing Jointed Conc
- HMA over existing CRCP
- HMA over existing Brick
- JPCP-Jointed Plain Concrete Pvmt
- JRCP-Jointed Reinforced Conc Pvmt
- CRCP-Continuously Reinf Conc Pvmt
- Unbonded Conc Overly on Exist Conc
- Whitetopping
- Brick
- Gravel *(shoulder only)*
- Earth *(shoulder only)*
- Other

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A particular segment has a cross section that is made up of existing concrete, a very thick aggregate overlay, and new HMA pavement. Is this a flexible or composite pavement?

This is considered flexible pavement. The existing concrete is deep enough that it does not significantly affect the surface HMA pavement. A note can be added to the Project or Segment Comment box to indicate this deep existing concrete.

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What does the Lane Type 'Buffer Space' mean?

It will identify the lane type as a 'paved area where crossing or travel is prohibited by a pattern of pavement markings.' Select this Lane Type in these situations, but make sure to evaluate the other Lane Types to verify that this is the proper selection.

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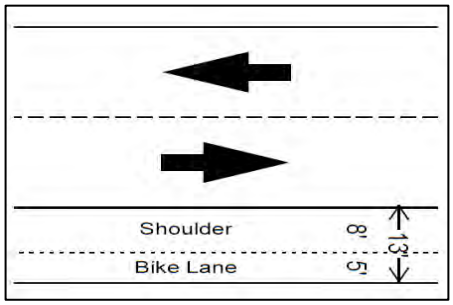
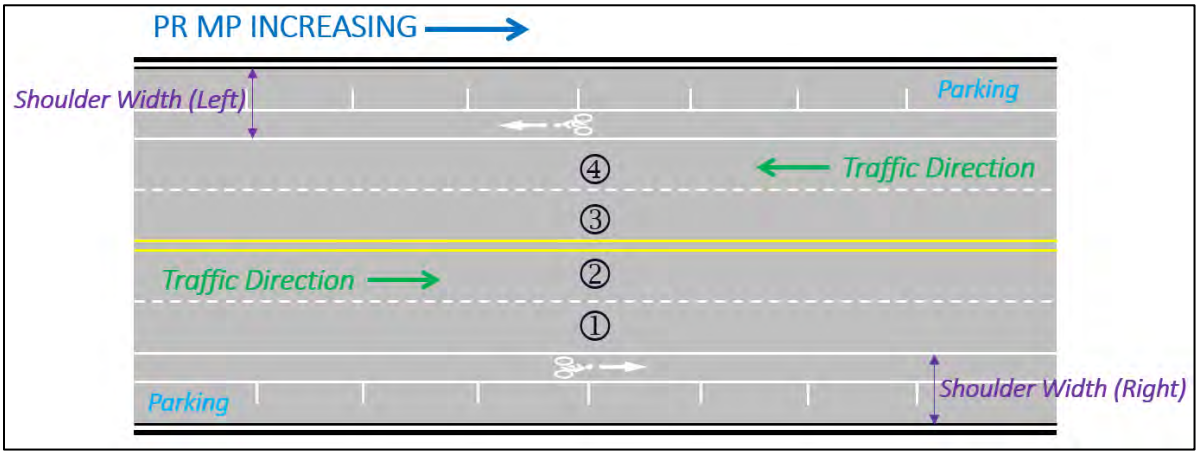
Shoulder/Curb & Gutter Details

What is shoulder?

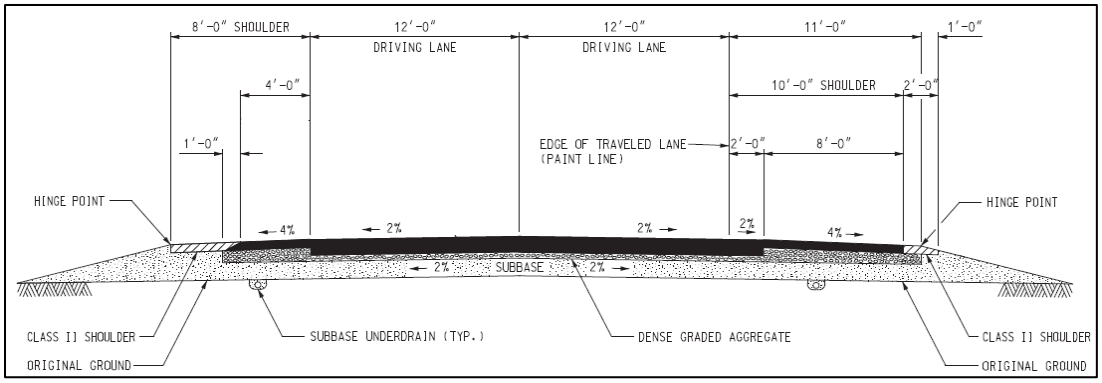
Shoulder is measured from the edge of the vehicle travel lane to the break point of the shoulder (end of placed aggregate material). The shoulder does not include curb & gutter, with exception of valley curb & gutter. When valley curb & gutter is used, include its width with the 'Paved Width', (see *How do I enter valley curb & gutter?* for further details). The shoulder also includes any bike lanes and/or parking (if adjacent to the travel lanes). For example, if a 5' bike lane is adjacent to the 8' shoulder, then the 'Total Width' and 'Paved Width' is 13'.



The 'Left Side' and 'Right Side' shoulders are determined by the PR milepoint increasing direction. Typically, PR milepoints increase from west to east and south to north, but this may not always be the case and should be verified.



Two widths are associated with the shoulder: 'Paved Width' and 'Total Width'. The 'Paved Width' is the width from the edge of the vehicle travel lane to the edge of paving. The 'Total Width' is from the edge of the vehicle travel lane to the shoulder hinge point or edge of placed material. For the example shown below, if the PR is increasing in the direction looking into the page, then the left shoulder 'Paved Width' is 4' and the 'Total Width' is 8' and the right shoulder 'Paved Width' is 10' and the 'Total Width' is 11'.



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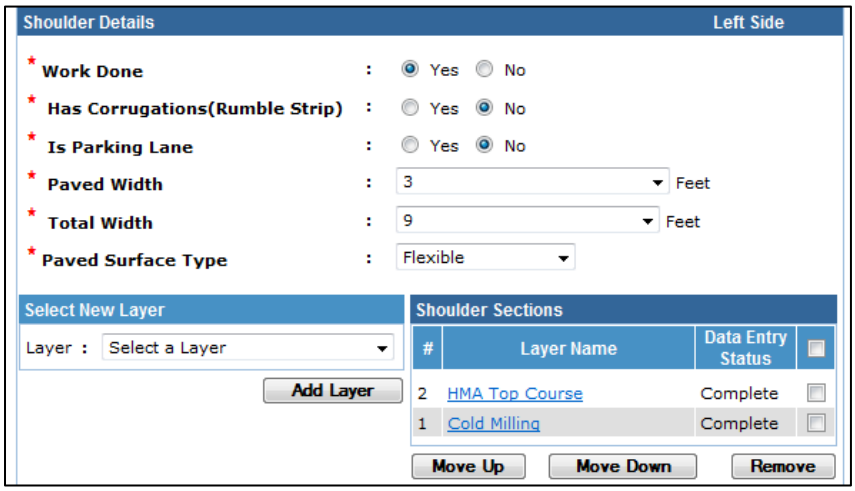
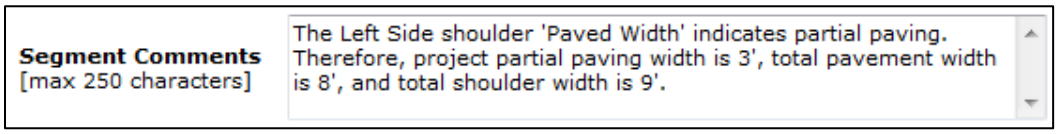
How do I enter shoulder width if the project paves only part of the shoulder (partial paving)?

Enter the width of the paving and add a note to the Segment comment box to indicate the project paving width, the total pavement width, and the total width.

For example, a roadway has an existing 9’ wide shoulder consisting of 8’ flexible pavement and 1’ aggregate material. The current project milled and repaved 3’ of the existing shoulder. In PHD, the shoulder should be entered showing 3’ for ‘Paved Width’ and 9’ for ‘Total Width’. The shoulder layers should be entered to reflect the current project paving. In the Segment Comment box, the following text was entered:
The Left Side shoulder 'Paved Width' indicates partial paving. Therefore, project partial paving width is 3', total pavement width is 8', and total shoulder width is 9'.





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How do I enter a shoulder widening project? What if work was done to the existing shoulder before it was widened – do we collect this information?

Enter the Paved Width and Total Width of the new widened shoulder. If there are multiple Paved Surface Types, see *How do I enter a lane or layer that is split but with different materials?* for further details. Add the shoulder Layers for the work done to widen the shoulder. In the Segment or Project Comments box, indicate the original width of the shoulder before it was widened.

If work was done to the existing shoulder before it was widened (ex. cold milling), add a comment to the Segment or Project Comments box to indicate what work that was done to the existing shoulder before it was widened. Also add a comment to indicate the original width of the shoulder before it was widened.

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How do I enter information when there is shoulder work, but no work in the existing parking area?

Enter the width and thickness of the work completed.

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How do I enter shoulder-only projects without deleting lanes and leaving them undefined?

If shoulder-only projects are to be entered, the user may enter the shoulder information without creating lanes. This project may then be saved and finalized.

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How do I enter valley curb & gutter?

Select "Yes" for 'Work Done' in the Curb & Gutter Details area and for 'Curb Type' select "Valley Concrete Curb & Gutter". For the shoulder 'Paved Width', use the extent of the shoulder, including the width of the valley curb & gutter.

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How do I enter information about intermittent curb and gutter?

If more than 5% of the total length of the curb and gutter is replaced, identify the segments containing this work. This is done by selecting "Yes" for Work Done in the Curb and Gutter area for each segment affected. Be sure to select left or right side as appropriate.

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Layers & Layer Attributes

Do I have to enter layers in the existing cross section?

No. The existing layers do not have to be entered. However, repairs and pre-overlay work on the existing layers must be entered (ex. diamond grinding). The existing layers do, however, need to be taken into consideration when entering the *surface type* for the lanes and shoulders.

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Should Polymer Slab Stabilization projects be entered?

Yes. This would be entered by selecting the 'Pavement Jacking' layer and answering yes. Individual PHD segmentation is unnecessary if there are several small gaps in pavement jacking. Instead, just use the limits of the stabilization/jacking.

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How do I enter high stress HMA?

Inclusion of the correct asphalt binder identifies it as a high stress HMA.

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What is WMA?

WMA is Warm Mix Asphalt. An HMA pavement layer should be identified as WMA when its mixture uses a water-injection foaming device, water foaming additive, or chemical additive to reduce the pavement temperature. If WMA, select 'Yes' in the layer attribute, then select the additive and select 'Yes' or 'No' to indicate if a water foaming was used.

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How do I enter a variable thickness layer such as wedging?

Use the average.

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How do I specify that a project used crumb rubber in the binder?

This can be entered in the project comments and/or segment comments boxes.

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How do I enter paving that extends over the gutter pan of the curb?

Record this information by adding a note to the Project and/or Segment Comment boxes.

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How do I add or delete information for a certified supplier?

To add a supplier, contact the PHD Administrator to add the new supplier to the drop-down choices.

Old suppliers that no longer exist are not be deleted from the drop-down choices. These suppliers may still be in use for old projects that still need to be added, or edited.

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How do I enter crack sealing or crack filling and how are these different?

Crack sealing (used for "working" cracks) should be entered with the 'HMA Crack Treatment' layer and crack filling (used for "non-working" cracks) should be entered with either 'Overband CrackFill Stand Alone' or 'Overband CrackFill PreTreatment' layers.

When to add 'HMA Crack Treatment' layer:

- Asphalt rubber applied to a joint or crack that was **routed or saw cut**.
- Has a Lot & Lab #, (so it is not identified on the MDOT Qualified Products List).
    - This information can be obtained from MDOT Form 1922 which is sent to the project office verifying the manufacturer and supplier with the Lot # & Lab # (Approval #).
    - If there is more than one type of material (multiple lots) used in the same location, enter the most used or predominant type and enter the other Lab/Lot # information in the Segment Comment Box.
- 'Overband CrackFill' could be also used with the routing/sealing operation.
    - If Overband was used with the HMA Crack Treatment, select 'Yes' for 'Was Overband also used?' and specify the product in 'Overband Crack Fill Product' (see below). Otherwise, if Overband was not used, select 'No' and do not specify the product.

When to add 'Overband CrackFill' layer:

- Asphalt rubber applied to a joint or crack; (**not routed or saw cut**).
- The material is identified on the MDOT Qualified Products List.
    - Specify the product/supplier used as shown in the QPL.
- 'Overband CrackFill' that is not used with 'HMA Crack Treatment' is added as:
    - 'Stand Alone' if it is **used alone** and **not before** the application of another layer, such as 'Micro-Surface'.
    - 'PreTreatment' if it is **used before** the application of another layer, such as 'Micro-Surface'.

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How do I enter longitudinal or transverse joints with 'HMA Crack Treatment' or 'Overband Crack Fill'?

If longitudinal joint, the user should add the lowest lane number adjacent to the longitudinal joint and add information to that lane. If transverse joints, add the lanes that the transverse joints go through and add information to all associated lanes.

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How do I enter cape seals?

A Cape Seal is one road treatment followed by another, so it's not just one layer, but two, beginning with a chip seal, followed by a micro-surface. Therefore, to enter this into PHD, add a Chip Seal layer and then add a Micro-Surface layer (showing the Micro-Surface layer on top).

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Can there be a drop-down for bond coat type?

Inclusion of bond coat type was determined to be a nonessential entry item.

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What is to be entered for Detail 7s and 8s?

Add the layer Concrete Pavement Repairs (Detail 7 & 8). Answer "Yes" for each type used on the project and enter the mix type used.

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What qualifies as an aggregate and should be added to layers with this attribute?

Add all aggregates included in the layer, except for those labeled as "Plant" (ex. Lime Dust, Fibers, etc.) or RAP. Some amount of RAP is typically added to asphalt mixes and does not need to be identified.

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Why don't I see the aggregate names from the HMA Job Mix Formula (JMF) in the list of aggregate types?

Non-standard aggregate names can be added by selecting 'Other Aggregate' from the list of aggregates. A new text box will appear titled 'Other'. Enter the non-standard aggregate name in the text box.

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Can we have a manual entry option for aggregate names?

Yes, see *Why don't I see the aggregate names from the HMA Job Mix Formula (JMF) in the list of aggregate types?* for how this operates.

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How do I enter borrow materials as an aggregate?

To enter borrow materials, the user needs to enter the aggregate class and source. To enter the source, enter the county number for the county where the material originated in the first box. In the second box, enter 000.

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How do I enter recycle materials as an aggregate?

To enter recycled materials (including crushed concrete), locate the associated county and pit number. This information can be located per acceptance testing of the recycle material.

Note that this material, unlike a borrow material is tested and identified with a pit number because the recycle material needs to be approved for use. This is different than a borrow material because a borrow material was previously used and is not modified in the way that a recycle material is.

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How do I enter DOCK aggregate? What is the DOCK aggregate source/pit number?

Dock aggregate is not they actual name of the aggregate and it does not identify the source/pit number. Aggregates identified as "dock" are those that were shipped into and stored at a dock. However, this aggregate comes from the prequalified aggregate list, so it does have an actual name and source/pit number. The aggregate tickets should provide the actual name and number information.

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Why can't aggregate information be optional rather than required?

Sponsors have previously been supportive of requiring aggregate information. This information has been used to compare pavement condition data for segments with different aggregates/sources. If aggregate information is unknown or not attainable, "Unknown" is an option for aggregate class.

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