

Recent PHD Changes and Enhancements

October 2024

Below are the latest PHD changes and enhancements, aimed at simplifying data entry, based on user feedback from Data Entry, Data Owners, and Data Consumers.

1) Adding segment WTC to the PR Segment List

- The segment WTC has been added to the PR Segment List and PHD reports to help users better identify specific paving or maintenance work for each segment. This addition helps distinguish segment-specific WTCs from the job's primary WTC.
- The segment WTC data is sourced from the JobNet database, so only JobNet jobs in PHD will include this information. For newly created segments in PHD (not programmed in JobNet), the segment WTC field will be blank. Non-JobNet jobs will also not display segment WTCs in the PR Segment List.

#	PR Number	PR(v)	BMP	EMP	Route	Work Type	Direction	Framework Status	Data Status
1	594510	23	0	0.057	US-12	Shoulder Rehabilitation	EB	Active	Draft
2	1359807	23	23.969	24.24	US-12	Shoulder Rehabilitation	EB	Active	Draft
3	1359807	23	25.201	26.018	US-12	Shoulder Rehabilitation	EB	Active	Draft
4	1361208	23	0	0.095	E US 12/11th RAMP	Reconstruction		Active	Draft
5	1361208	23	0.095	0.158	E US 12/11th RAMP	Reconstruction		Active	Draft
6	1361209	23	0	0.184	11th/W US 12 RAMP	Reconstruction		Active	Draft
7	1361301	23	0	0.194	W US 12/S 11th RAMP	Reconstruction		Active	Draft
8	1361302	23	2.012	2.029	M-51	Milling and Two Course Asphalt Resurfacing	2 Way	Active	Draft
9	1361302	23	2.029	2.051	M-51	Milling and Two Course Asphalt Resurfacing	2 Way	Active	Draft
10	1361302	23	2.051	2.061	M-51	Milling and Two Course Asphalt Resurfacing	2 Way	Active	Draft
11	1361302	23	2.691	2.791	M-51	Reconstruction	2 Way	Active	Draft
12	1361302	23	2.791	2.835	M-51	Reconstruction	2 Way	Active	Draft
13	1361302	23	2.835	2.887	M-51	Reconstruction	2 Way	Active	Draft
14	1361302	23	2.887	2.941	M-51	Reconstruction	2 Way	Active	Draft
15	1361302	23	2.941	2.967	M-51	Reconstruction	2 Way	Active	Draft
16	1362708	23	0.062	0.137	M-51	Concrete Pavement Repair	WB	Active	Draft
17	1362801	23	0.947	1.094	M-51	Concrete Pavement Repair	2 Way	Active	Draft
18	1362801	23	1.094	1.175	M-51	Concrete Pavement Repair	2 Way	Active	Draft
19	1362801	23	1.175	1.243	M-BR-60	Concrete Pavement Repair	2 Way	Active	Draft
20	3110501	23	3.414	3.491	US-12	Shoulder Rehabilitation	WB	Active	Draft

2) Allow Data Owners to review jobs in Draft Status

- A new submenu titled View Draft Jobs has been added under the Post Construction Data menu, accessible only by PHD administrators and Data Owners.
- This feature provides Data Owners with view-only access to their Data Entry users' job entries that are still in Draft status (created but not yet submitted). This allows Data Owners to review active jobs before the Data Entry final submission (finalization for Data Owner review), making it easier for them to track job entry progress and identify any missing or incorrect data early in the process without needing to reassign the job to themselves. Note that this new function is view-only, so Data Owners **cannot make any edits**, but they can view all data entry and print a summary of the job.
- This new menu is **optional**, so the existing review process and procedure of reassigning jobs for viewing and/or editing can still be used if necessary/preferred.

Post Constr. Data | View Draft Jobs Role[s] :: Data Owner , System Administrator

*** = Required Fields**

View Draft Job

* Job Number : 124046

View Reset

Job Details [124046 / 120 - Intersection Improvements] [Hide] ▼

JobNet Job ID : 124046
 Work Type Code [From MAP] : 120 - Intersection Improvements
 Special Project Type : None
 Open to Traffic Date [From Transport] : 08/25/2016 [mm/dd/yyyy]
 Fix Life [From MAP] : 15 Years

PR Segment List [Hide] ▼

	#	PR Number	PR(v)	BMP	EMP	Route	Work Type	Direction	Framework Status	Data Status
<input checked="" type="radio"/>	1	1577510	23	3.414	3.5	M-10		WB	Active	Draft
<input type="radio"/>	2	1577510	23	3.5	3.726	M-10		WB	Active	Complete
<input type="radio"/>	3	1590804	23	0.03	0.15	James Couzens Fwy			Active	Draft
<input type="radio"/>	4	1590804	23	0.15	0.331	James Couzens Fwy			Active	Draft

Segment Details View Map

Project Comments
 [max 250 characters]

Back Cancel **Project Summary**

Segment Lanes Selected Lane

Select Lane : Lane #3.0 3.0

NOTE: Lanes are always numbered right to left facing toward increasing milepoints of the PR segment:
 - Lane 1 is the right-most travel lane of the PR segment.
 - Increasing lane numbers 2, 3, and greater are lanes left of Lane 1.
 - Decreasing lane numbers 0, -1, and less are lanes right of Lane 1.

Lane Details [Lane #3.0]

* Surface Type (pavement cross-section) : JPCP-Jointed Plain Concrete Pvmt [Surface Type Guidelines](#)
 * Width : 12 ft
 * Lane Type : Mainline
 * Year [Paved/Placed] : 2023 [yyyy]
 * Partial Width Paving? : Yes No

Lane Section [Lane # 3.0]

#	Layer Name	Data Entry Status	<input type="checkbox"/>
1	HMA Top Course	Complete	<input type="checkbox"/>

* = Required Fields

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3) Use of AASHTOWare for Aggregate Pit Designations Alongside SampleManager

- Previously, aggregate pit numbers were referenced in PHD using **SampleManager** (which contained the old aggregate pit designations, e.g., 03-105). Now, **AASHTOWare** is used as the primary reference for aggregate pit numbers (which includes the new aggregate pit designations, e.g., 03-0105SG), in addition to retaining the data from **SampleManager**.
- Users now select the pit from a dynamic dropdown list by typing the first characters of the pit number.
- If an aggregate pit number is unknown or not attainable (e.g., for borrow materials), users can still select the default pit number format: two-digit county number followed by "000". For example, 67-000 represents material sourced from Osceola County (county code is 67).

The screenshot shows a software interface with two main panels. The left panel, titled "Select New Aggregate", contains a dropdown menu for "Aggregate" set to "Other Aggregate", a text input for "Other" with the value "Sand", and a "Source" dropdown menu. The "Source" dropdown is open, showing a list of aggregate codes starting with "92", with "92-0025BF" selected. Below the dropdown is an "Add Aggregate" button. The right panel, titled "Aggregate Summary", contains a table with columns "Aggregate" and "Source". The table lists several aggregate types and their corresponding source codes, each with a checkbox in the third column. Below the table are buttons for "Add Aggregates", "Edit Aggregate", and "Remove Aggregate".

Aggregate	Source	
24LS	92-051	<input type="checkbox"/>
2NS	11-064	<input type="checkbox"/>
Wash Slag	92-011	<input type="checkbox"/>
3/4 x 1/2	49-065	<input type="checkbox"/>
Trap Sand	95-010	<input type="checkbox"/>
52	49-065	<input type="checkbox"/>

4) Median Information (will be available after October 15, 2024)

- A new **Yes/No** question has been added to specify whether the median type and/or width have changed for a project. If existing median information is present, the default answer will be "No", and the current data will be populated. Users can switch to "Yes" to update the median info if it has changed during construction.
- If no existing median data is available (e.g., for new segments or segments without prior median info), users will see the standard PHD fields that prompt them to enter the median type and width.
- The updated median information indicator is now included in the **Export Data** submenu, allowing users to filter and search for segments with changed median type or width attributes.

The screenshot shows a "Median Overview" dialog box. It contains a question: "Have the median type or width changed for this job?" with radio buttons for "Yes" and "No", where "No" is selected. Below the question are two fields: "Median Type" with a dropdown menu set to "Graded with ditch", and "Median Width" with a text input set to "10.0 ft".

5) MAP Reconciliation Report

- Renamed to **JobNet Reconciliation Report**.
- A new search option, “Construction Year”, has been added. Users can now search using either “Construction Year” (enter only the year in YYYY format) or “Letting Period” (requires entering the full date in MM/DD/YYYY format) to search for jobs that have not yet been submitted/created in PHD.
- Only jobs marked “Programmed, Active, and Completed” (the “Phase_Operational_Status” from JobNet) are now included, so “Abandoned” and “Suspended” jobs are excluded (and will not be shown) within this report.

The screenshot displays the 'MAP Reconciliation Report Filter' configuration page. The left sidebar has 'JobNet Reconciliation' highlighted. The main area shows 'Report Description', 'Report Data Filter' (with 'Locale Information' and 'Report Detail Level' sections), 'JobNet Job Type' (with 'Trunkline' and 'Maintenance' checked), 'Funding Template [Multiple Select]', and 'Work Type [Multiple Select]'. A 'Date Range' section is highlighted with a red box, containing radio buttons for 'Search by Construction Year' (selected) and 'Search by Letting Period', and 'From' and 'To' input fields. A note below the fields states: 'NOTE: For multiyear jobs, the project will be reported when at least one construction year matches the search criteria.'

6) Shoulders’ Partial Paving Width

- **Partial Paving Width** is now included in PHD exports and reports such as Export Data, Search Segments, and Construction History Report.
- The **Partial Paving Width** is the width of the paved shoulder that is paved in a specific job/project. For example, in shoulder-widening projects and/or projects with part of the shoulder width being milled/filled, the user needs to enter the “Partial Paving Width”, in addition to the shoulder paved width and total width.

The screenshot shows the 'Export Filter' and 'Export Data Details' sections. The 'Export Filter' section includes dropdowns for Region, TSC, and County, and input fields for From Year and To Year. The 'Export Data Details' section has a table of fields to be exported. A red box highlights the 'Export Type' dropdown, which is set to 'Shoulder: Layers & Details'. Another red box highlights the 'Paved Width', 'Total Width', and 'Partial Paving Width' fields in the table.

7) Surface Type Guidelines

- Lanes and shoulders Surface Type (pavement cross-section) is an important input for each project in PHD since many other MDOT databases reference PHD for this information. All existing layers underneath the top surface placed with the current project should be considered.
- A new hyperlink to **Surface Type Guidelines** has been added to guide users in making appropriate selections. This link is shown next to the drop-down list for Surface Type, which can be found within the Lane Details and/or Shoulder Details sections.

Lane Details [Lane #3.0]	
* Surface Type (pavement cross-section) :	JPCP-Jointed Plain Concrete Pvmt Surface Type Guidelines
* Width :	12 ft
* Lane Type :	Mainline
* Year [Paved/Placed] :	2023 [yyyy]
* Partial Width Paving? :	<input type="radio"/> Yes <input checked="" type="radio"/> No

Left Side	Right Side
Shoulder Details [Job # - 124046 / PR # - 1577510/ MP :3.414 ... 3.5]	
* Work Done :	<input checked="" type="radio"/> Yes <input type="radio"/> No
* Has Corrugations(Rumble Strip) :	<input checked="" type="radio"/> Yes <input type="radio"/> No
* Is Parking Lane :	<input type="radio"/> Yes <input checked="" type="radio"/> No
* Partial Width Paving? :	<input type="radio"/> Yes <input checked="" type="radio"/> No
* Paved Width :	8 Feet
* Total Width :	8 Feet
* Shoulder Surface Type (pavement cross-section) :	JPCP-Jointed Plain Conc Pvmt Surface Type Guidelines

Surface Type Guidelines in PHD

In the **Segment Lanes** screen, and under the **Lane Details**, please use the following guidelines in selecting Surface Type (pavement cross-section). **All existing layers underneath the top surface placed with the current project should be considered.** This applies to each Lane and Shoulders since it is possible for Lanes and Shoulders (within the same segment) to have different existing layers.

- If the **entire** pavement was replaced in this job with asphalt, then the surface type is **(HMA Full Depth)**. Similarly, if the **entire** concrete pavement was replaced in this job with new Jointed Plain Concrete Pavement (JPCP), then the surface type is (JPCP).
- If an HMA overlay occurred in a lane with **existing** HMA but **without** any existing concrete pavement, then the surface type is **(HMA over existing HMA)**.
- If an HMA overlay occurred in a lane with **existing** concrete pavement (regardless of directly or indirectly below the new overlay), then the surface type is **(HMA over existing Jointed Conc)**.
- If an unbonded concrete overlay occurred in a lane with **existing** concrete, then the surface type is **(Unbonded Concrete Overlay on Existing Conc)**. **Note that** if an HMA separator layer is used, this would still be considered **(Unbonded Concrete Overlay on Existing Conc)**.

Please note that for a cross-section that is made up of existing concrete, a very thick aggregate overlay, and new HMA pavement, the surface type is considered **(HMA Full Depth)**. 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.

- If HMA layers constructed in a lane with Rubblized Concrete, then the surface type is **(HMA Full Depth)**. The Rubblized Concrete will act as unbound aggregate layer
- For Micro-Surface, Chip Seal, etc., if the **thickness ≥ 0.5"**, then this is considered as a structural layer, and the surface type is **HMA over existing HMA/Conc**. If the **thickness < 0.5"**, then this is **NOT** considered as a structural layer, and the surface type is determined considering the existing layers only. Even if the layer is not considered a structural layer, it must still be entered into PHD as a layer.