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 are 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 great than or equal to 0.5 inches**, then this is considered as a structural layer, and the surface type is ***HMA over existing HMA/Conc***. If the **thickness less than 0.5 inches**, 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.

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities Act (ADA) coordinator at Michigan.gov/MDOT-ADA.