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THE HOME SCREEN

Logging into the Asset Management System (AMS) should bring you to the home screen. There are four main areas of the home screen: The **Gutter**, **Dashboard**, **Modules**, and **Menus** (*fig. 1*).

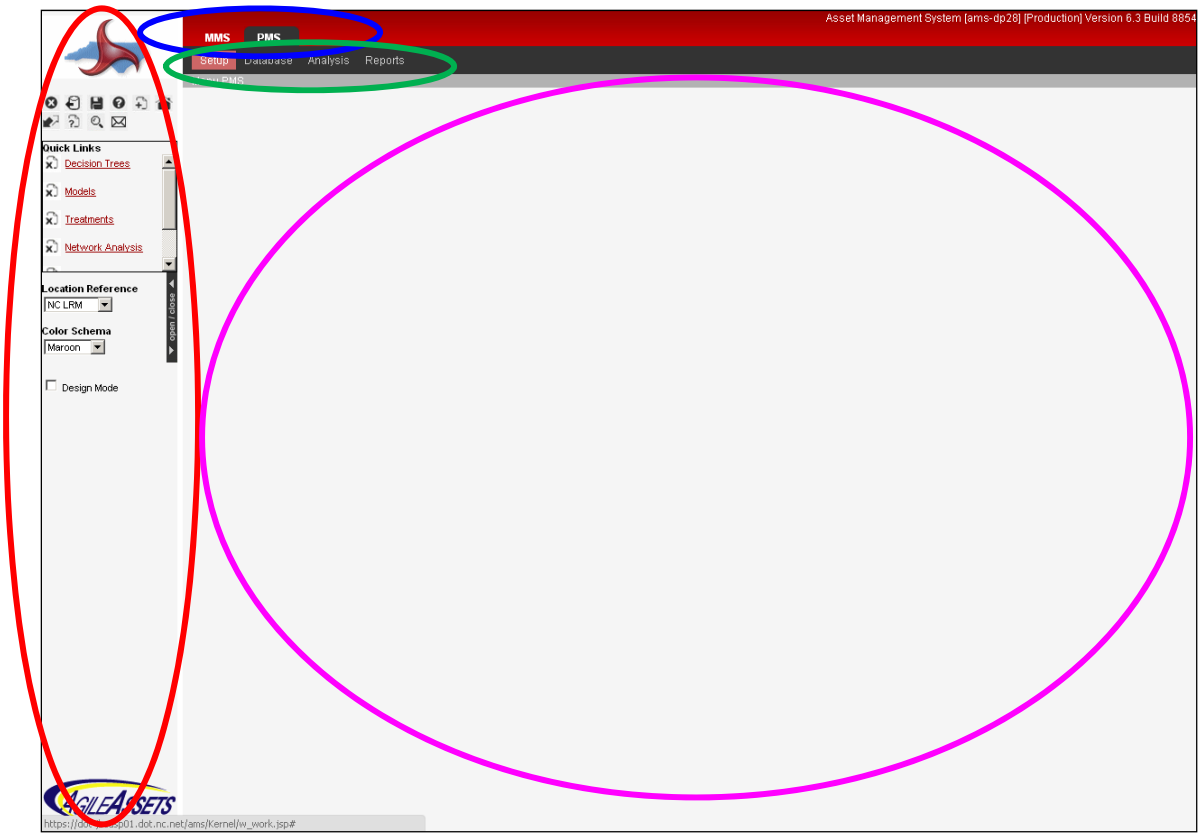


Figure 1

1. **Gutter** – This area contains clickable icons to execute commands such as retrieving & saving data, help menu, logging out, etc…as well as color schema preferences, location reference options and quick links for each user to customize. The Gutter can also be collapsed to allow a larger screen size to view data within the system.

2. **Dashboard** – This area will allow users to store up to 4 live reports at the same time on their home screen.

3. **Modules** – This area contains tabs for all of the individual modules for each management system. Users with admin credentials will also see modules for "Resources" and "System" for design and maintenance purposes.

4. **Menus** – This area contains menu items and their branches specific to each module. These menus will vary between users and their rights.

THE GUTTER

This area contains clickable icons to execute commands such as retrieving & saving data, logging out, etc. as well as color schema preferences, location reference options and quick links for each user to customize. The Gutter can also be collapsed to allow a larger screen size to view data within the system.

ICONS

Circled in the image below (*fig. 2*) are *Icons* which the user can click on to execute particular commands.

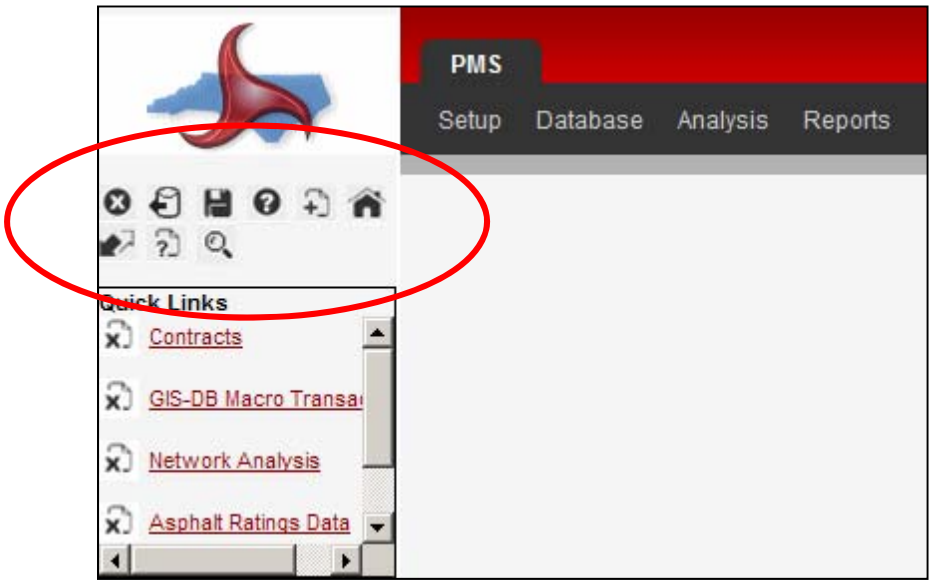


Figure 2

Logout – Logs the user completely out of the AMS and closes the application.

Retrieve Data – Retrieves the latest data from the database for the displayed window.

Save Data – Stores settings, data and reports users have created or edited where allowed.

Help – Displays help information for the displayed window.

Add Window Link (Quick Link) – Creates a link of the displayed window in the users Quick Links list.

Home – Returns the user to the AMS home screen (Dashboard).

Login to a different Admin. Unit – Allows the user to access the data of a different administrative unit.

Manage Window Links (Quick Links) – Displays a window where users may configure Quick Links groups.

Define Selection – Displays a window with a set of columns used to filter the data to be displayed.

Send a link to the window by email - Opens a window to allow the user to send an email that has a link to the current open window.

QUICK LINKS

Quick Links (*fig. 3*) are bookmarks that quickly display a particular window within a module. They allow the user speedy access to a window they frequently visit.

Figure 3

MISCELLANEOUS

- **Location Reference** – Used to label routes and report milepost values on the NCDOT Network. Should always be set to "NC LRM" for field users.

- **Color Schema** – Allows the user to change the default color scheme of the PMS.

- **Design Mode** – Allows power users the access to operate in design mode. Field users should not see this option.

- **Open/Close** – Frees up more screen space by collapsing the Gutter area with one click and another click will expand it. Icons are still viewable in "closed" mode.

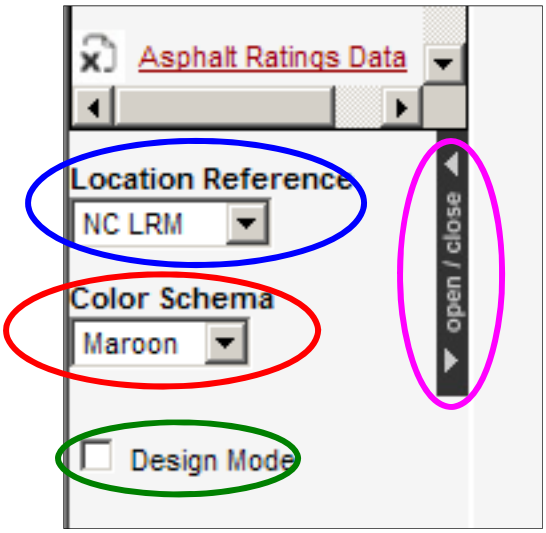


Figure 4

PMS MENUS

There are currently four available PMS menus for field users:

1. **Setup** – Defines various treatments and materials and their details used throughout the PMS.
2. **Database** – Contains most of the data stored in the PMS including condition, construction, skid and profile data.
3. **Analysis** – Contains recommended treatments for road sections as well as work plans.
4. **Reports** – Allows the user to view and build reports for all data types.

Under each of these menus contains submenus with links to their data windows. The rest of this manual will detail what information these submenus contain.

SETUP MENU

The Setup menu provides descriptions of material codes, standard sections, and treatment details. A user can, for example, use the Material Codes window to discover that ECP is Elastomeric Concrete Patching, or look up the work code of a Slurry Seal treatment (Resurface). A data map window is also provided to allow users to look up survey data via a visual map.

Construction Setup

Construction Setup submenu contains three windows for users to view (*fig. 5*):

1. **Material Codes**
2. **Standard Sections**
3. **MMS Activities**

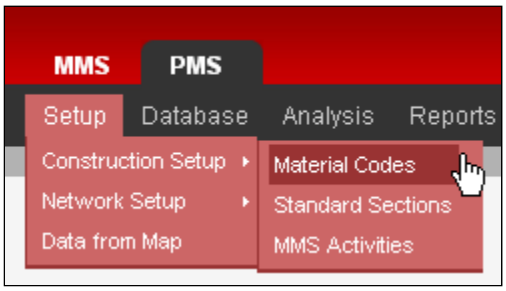
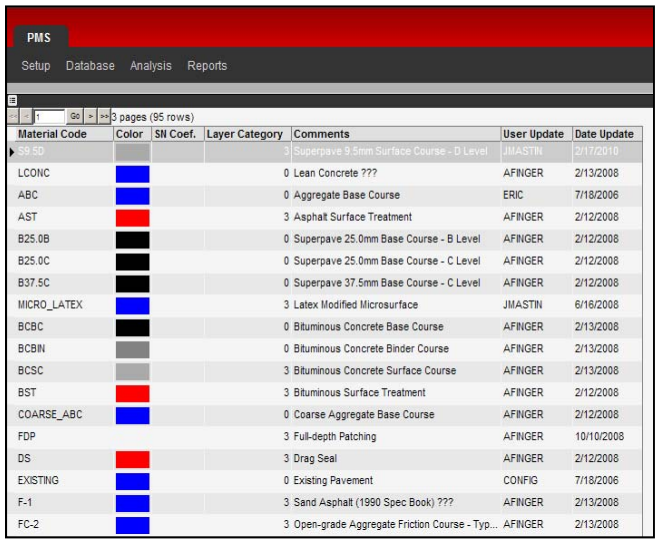


Figure 5

1. Material Codes

The Material Codes window (*fig. 6)* contains the list of construction materials coded by color type used in PMS analysis and for storing construction data.



Material Code	Color	SN Coef.	Layer Category	Comments	User Update	Date Update
S9.5D			3	Superpave 9.5mm Surface Course - D Level	JMASTIN	2/17/2010
LCONC			0	Lean Concrete ???	AFINGER	2/13/2008
ABC			0	Aggregate Base Course	ERIC	7/18/2006
AST			3	Asphalt Surface Treatment	AFINGER	2/12/2008
B25.0B			0	Superpave 25.0mm Base Course - B Level	AFINGER	2/12/2008
B25.0C			0	Superpave 25.0mm Base Course - C Level	AFINGER	2/12/2008
B37.5C			0	Superpave 37.5mm Base Course - C Level	AFINGER	2/12/2008
MICRO_LATEX			3	Latex Modified Microsurface	JMASTIN	6/16/2008
BCBC			0	Bituminous Concrete Base Course	AFINGER	2/13/2008
BCBIN			0	Bituminous Concrete Binder Course	AFINGER	2/13/2008
BCSC			3	Bituminous Concrete Surface Course	AFINGER	2/13/2008
BST			3	Bituminous Surface Treatment	AFINGER	2/12/2008
COARSE_ABC			0	Coarse Aggregate Base Course	AFINGER	2/12/2008
FDP			3	Full-depth Patching	AFINGER	10/10/2008
DS			3	Drag Seal	AFINGER	2/12/2008
EXISTING			0	Existing Pavement	CONFIG	7/18/2006
F-1			3	Sand Asphalt (1990 Spec Book) ???	AFINGER	2/13/2008
FC-2			3	Open-grade Aggregate Friction Course - Typ...	AFINGER	2/13/2008

Figure 6

2. Standard Sections

The Standard Sections window (*fig. 7*) contains the list of materials and thickness layers used for various treatments in the PMS decision tree analysis.

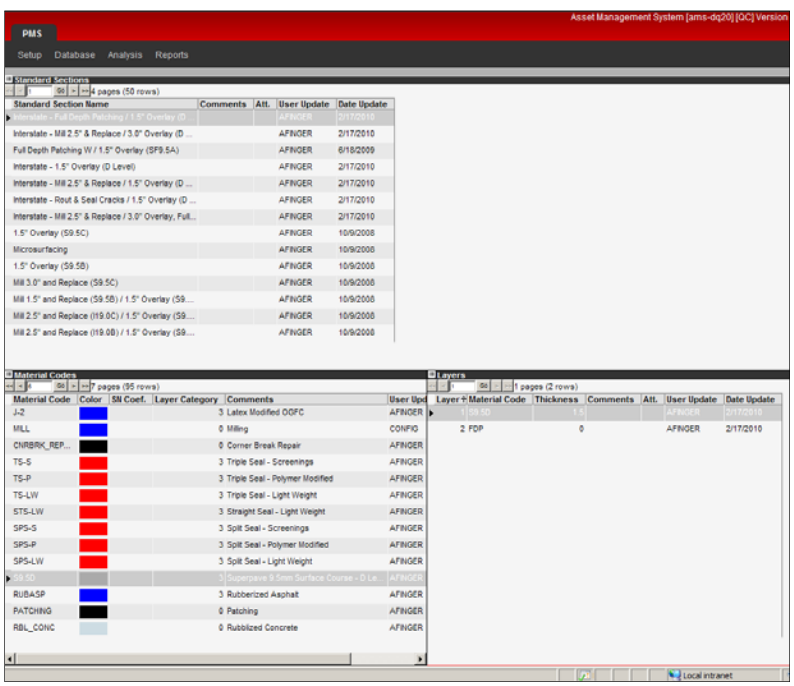


Figure 7

3. MMS Activities

The purpose of the MMS Activities window is to designate those MMS activities that will cause the system to create a PMS construction history section record when any work orders such as resurfacing contracts and chip seal project are closed in the MMS. This function is currently disabled and will be available in the future.

Network Setup

Under the Network Setup menu there is one window for field users to view (*fig. 8*):

Figure 8

1. Treatments (Old Analysis Module)

The Treatments (Old Analysis Module) window (*fig. 9*) contains details of treatments used in the PMS including materials and estimated statewide costs. These costs are complete and include mobilization and traffic control.

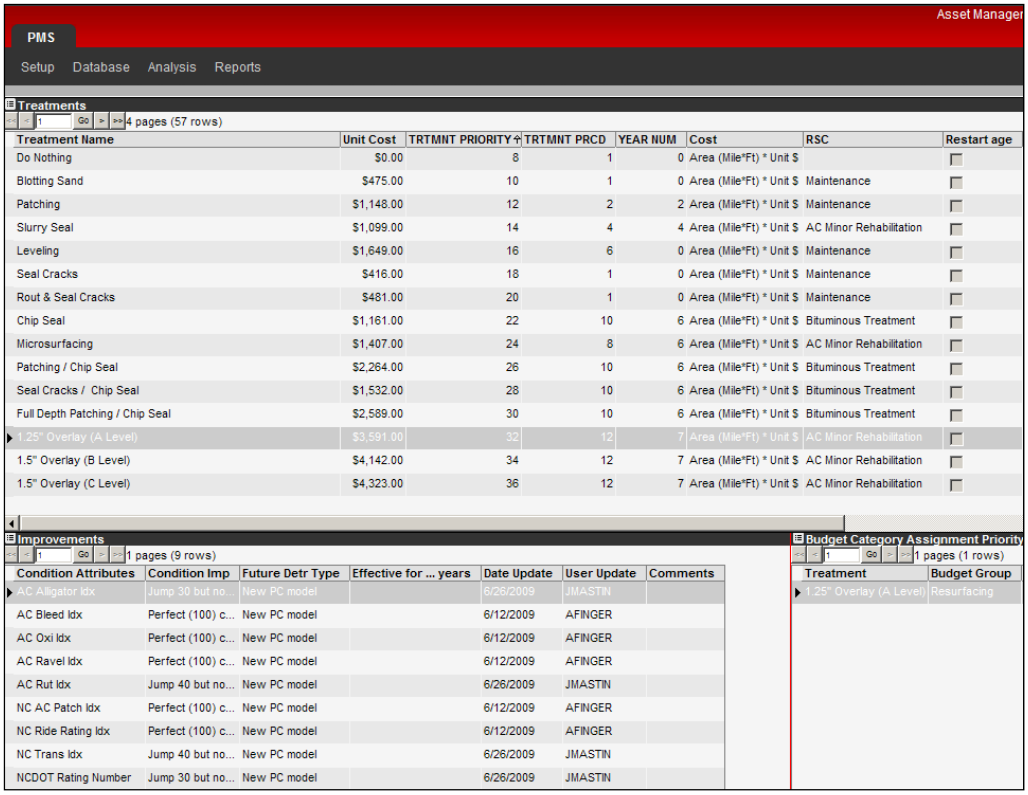


Figure 9

Data from Map

The Data from Map window (*fig. 10*) allows the user to select an active theme and then display a new window showing all data found within a particular area.

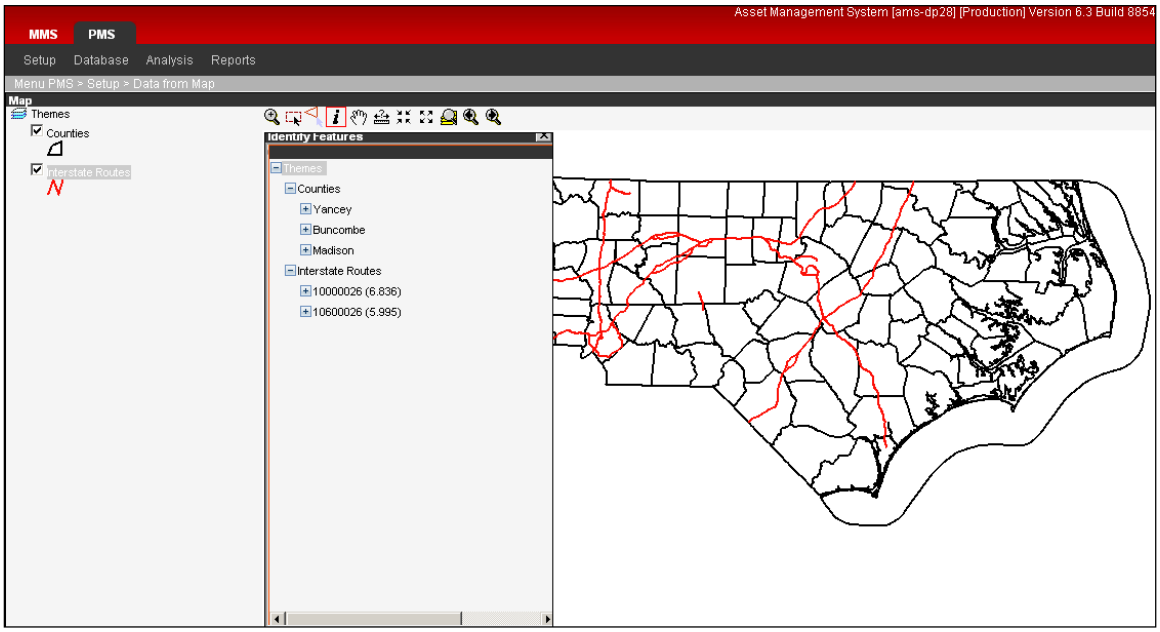


Figure 10

Database Menu

The Database menu is where all raw survey data including PCS, Skid and Profile, as well as construction data. It is here that the field user can drill down into the collected data of our condition surveys as well as construction history.

Construction

The Construction submenu (*fig. 11*) contains one submenu and two windows.

Figure 11

1. Construction History

The Construction History window (*fig. 12*) lists all construction contracts PMU has entered into the PMS. The contract details are shown in tabular form providing an extensive look at the work that was performed on a section of road.

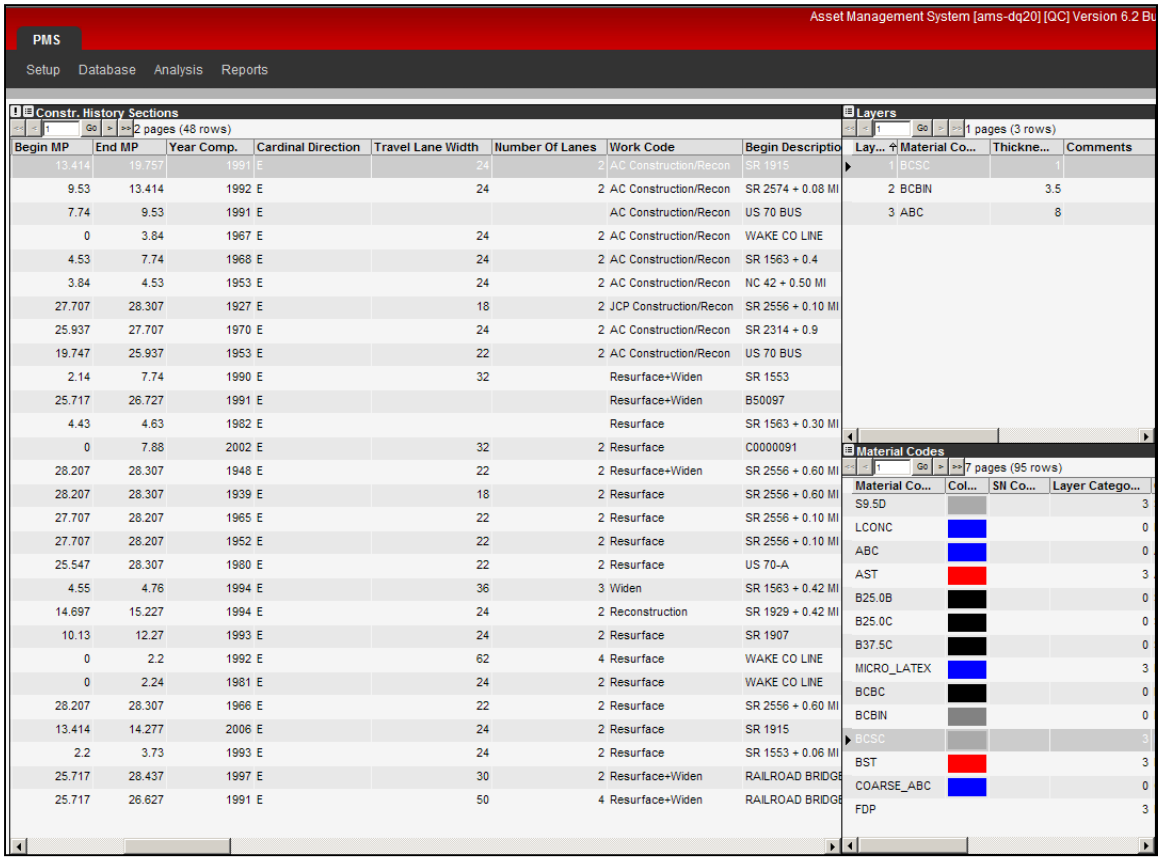


Figure 12

The Construction History window contains the following project information:

- Contract ID - a unique record number that may be the contract or Tip number.
- 8 digit route number.
- Physical limits of the section by mile post.
- Year the work is completed.
- The type of work performed on the road section - listed by the work code category.
- The materials placed or removed during the work, listed by layers with their thicknesses.
- Materials code definitions.

2. Pavement Profile and Cross Section

The Pavement Profile and Cross Section window (*fig. 13*) serves as a "virtual core" for road sections. The window provides depth and descriptions of material layers in a visual form as well as the tabular layer data.

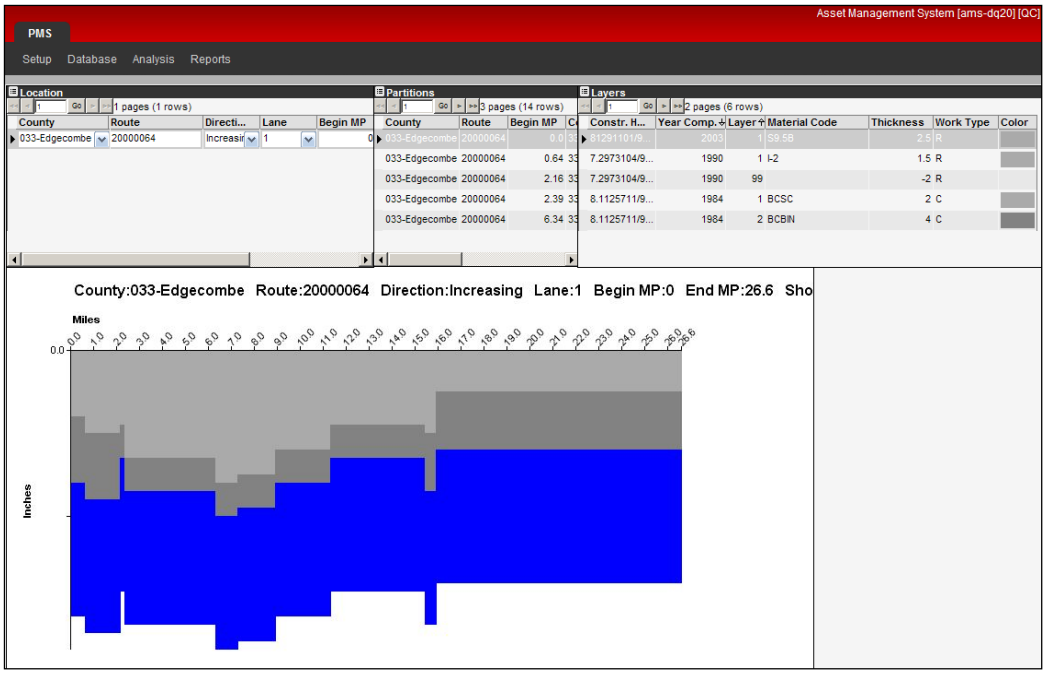


Figure 13

By clicking in any section of the Pavement Profile, the user will return a view of the Cross Section for that particular mile post in the bottom right portion of the screen (*fig. 14*).

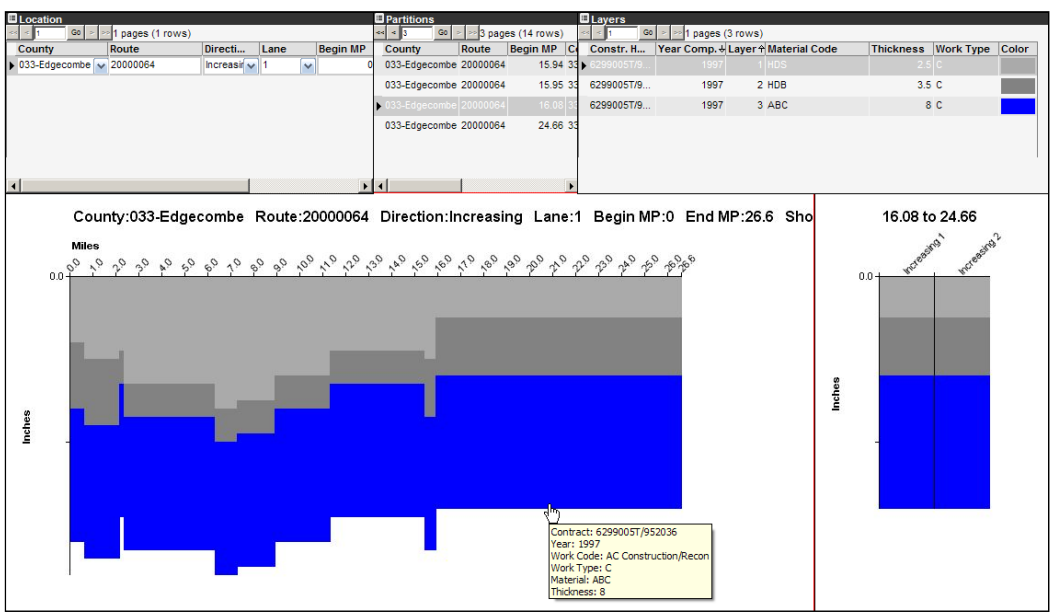


Figure 14

3. Pavement Structure

Under the Pavement Structure submenu (*fig. 15*) there are two windows for field users to view data:

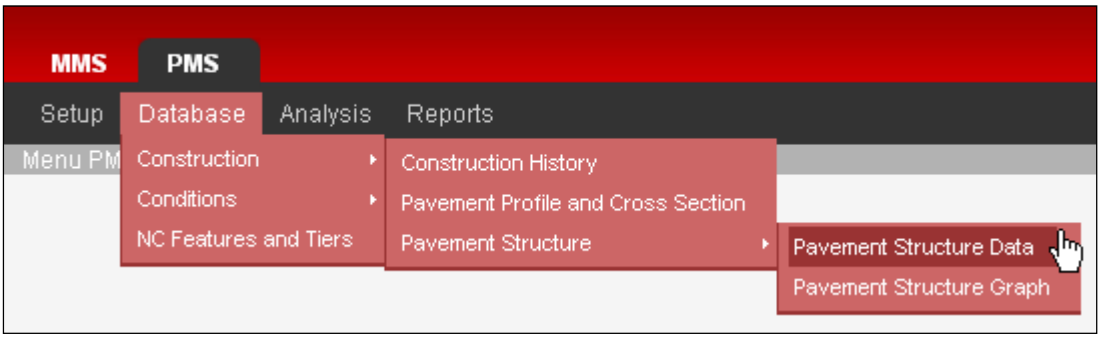
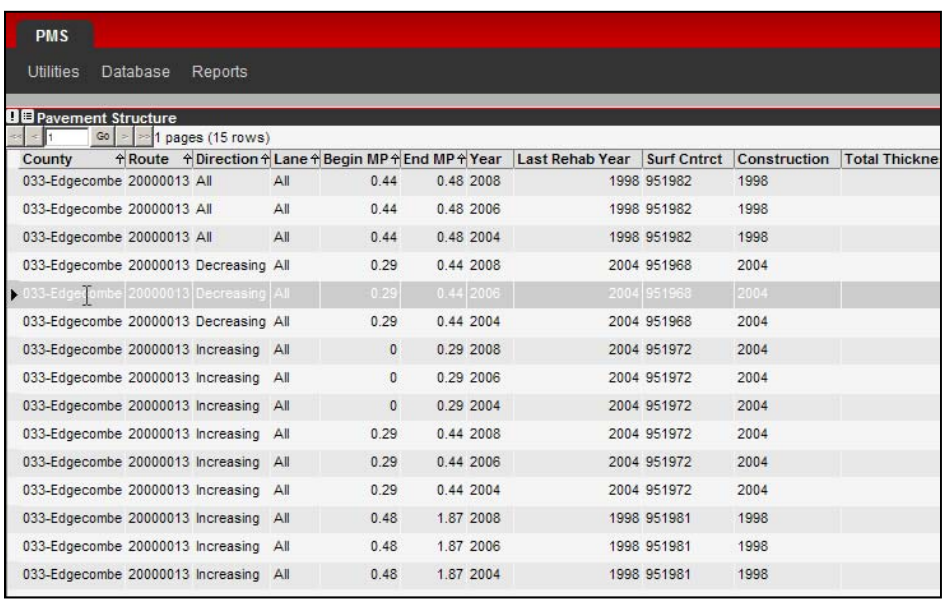


Figure 15

a. Pavement Structure Data

The Pavement Structure window (*fig. 16*) provides a tabular summary view of the overall structure detail of road sections including: Last Rehab Year, Last Overlay Material, Last Overlay Thickness, Construction Date, Construction Type, Total Thickness, Total Thickness, etc… This is a more general look at the structure since it omits the individual layers of the sections.



County	Route	Direction	Lane	Begin MP	End MP	Year	Last Rehab Year	Surf Cntrct	Construction	Total Thickne
033-Edgecombe	20000013	All	All	0.44	0.48	2008	1998	951982	1998	
033-Edgecombe	20000013	All	All	0.44	0.48	2006	1998	951982	1998	
033-Edgecombe	20000013	All	All	0.44	0.48	2004	1998	951982	1998	
033-Edgecombe	20000013	Decreasing	All	0.29	0.44	2008	2004	951968	2004	
033-Edgecombe	20000013	Decreasing	All	0.29	0.44	2006	2004	951968	2004	
033-Edgecombe	20000013	Decreasing	All	0.29	0.44	2004	2004	951968	2004	
033-Edgecombe	20000013	Increasing	All	0	0.29	2008	2004	951972	2004	
033-Edgecombe	20000013	Increasing	All	0	0.29	2006	2004	951972	2004	
033-Edgecombe	20000013	Increasing	All	0	0.29	2004	2004	951972	2004	
033-Edgecombe	20000013	Increasing	All	0.29	0.44	2008	2004	951972	2004	
033-Edgecombe	20000013	Increasing	All	0.29	0.44	2006	2004	951972	2004	
033-Edgecombe	20000013	Increasing	All	0.29	0.44	2004	2004	951972	2004	
033-Edgecombe	20000013	Increasing	All	0.48	1.87	2008	1998	951981	1998	
033-Edgecombe	20000013	Increasing	All	0.48	1.87	2006	1998	951981	1998	
033-Edgecombe	20000013	Increasing	All	0.48	1.87	2004	1998	951981	1998	

Figure 16

b. Pavement Structure Graph

Any Pavement Structure data can be plotted in the Pavement Structure Data window.

EXAMPLE: *Figure 17* displays US 64 in Edgecombe County showing total thickness.

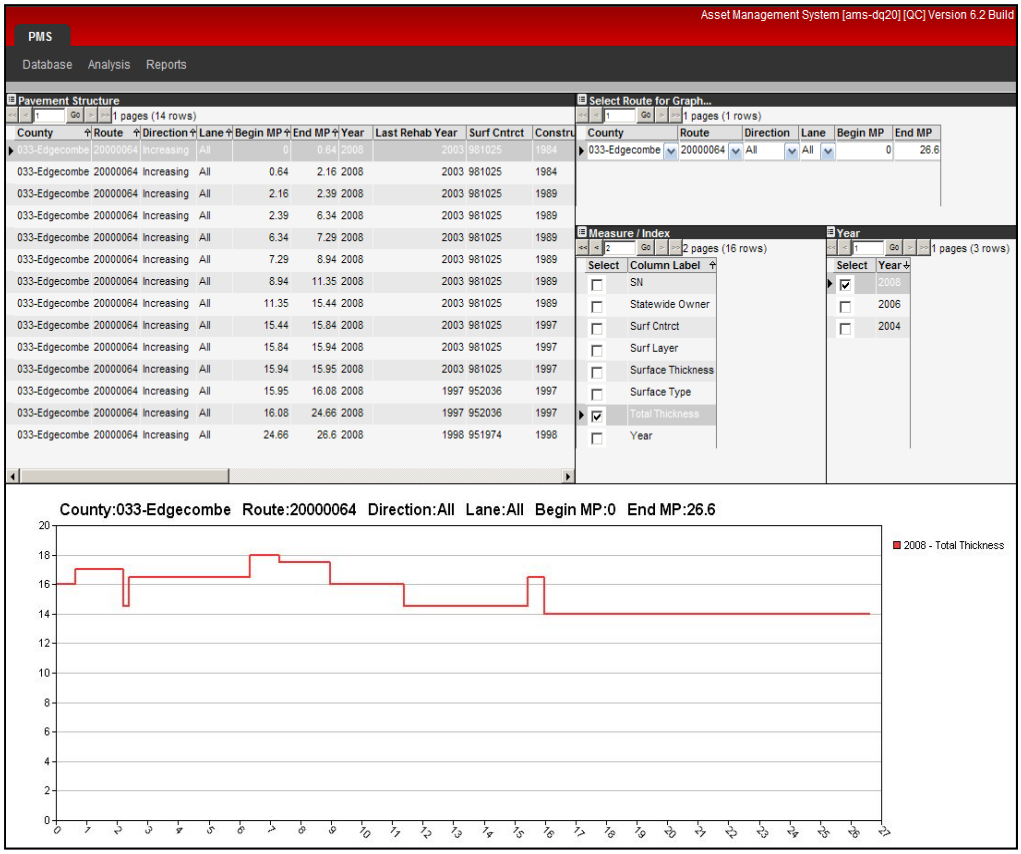


Figure 17

Conditions

The Conditions submenu (*fig. 18*) contains three submenus:

1. **Distresses**
2. **Skid Tests**
3. **Profiler - Ride and Rutting**

Prior to the creation of the AMS only pavement distress data was available to field personnel. The AMS makes it possible for the Pavement Management Unit to provide all current and historical data collected by Pavement Management Unit personnel such as concrete distress data, skid data and profiler data.

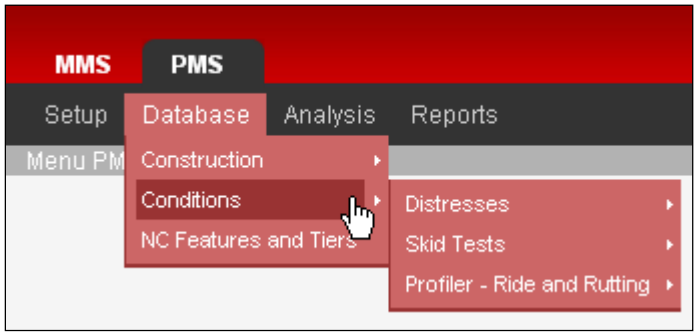


Figure 18

1. Distresses

This submenu (*fig. 19*) contains current and historical surface distress data collected from the Pavement Condition Survey and Interstate & Concrete Survey, as well as the ability to graph said data in useful ways.

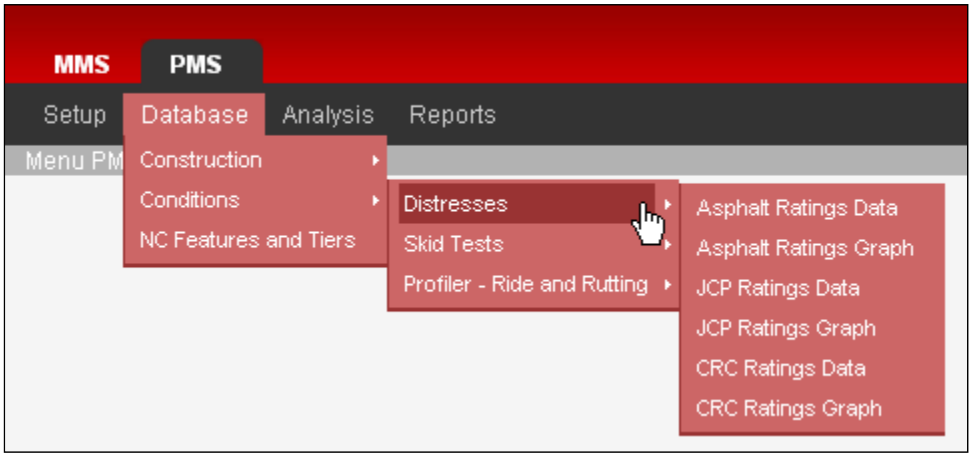


Figure 19

a. *Asphalt/JCP/CRC Ratings Data Windows*

These windows contain all current and historical surface distress data collected from the biennial Pavement Condition Survey and the annual Interstate and Concrete Survey.

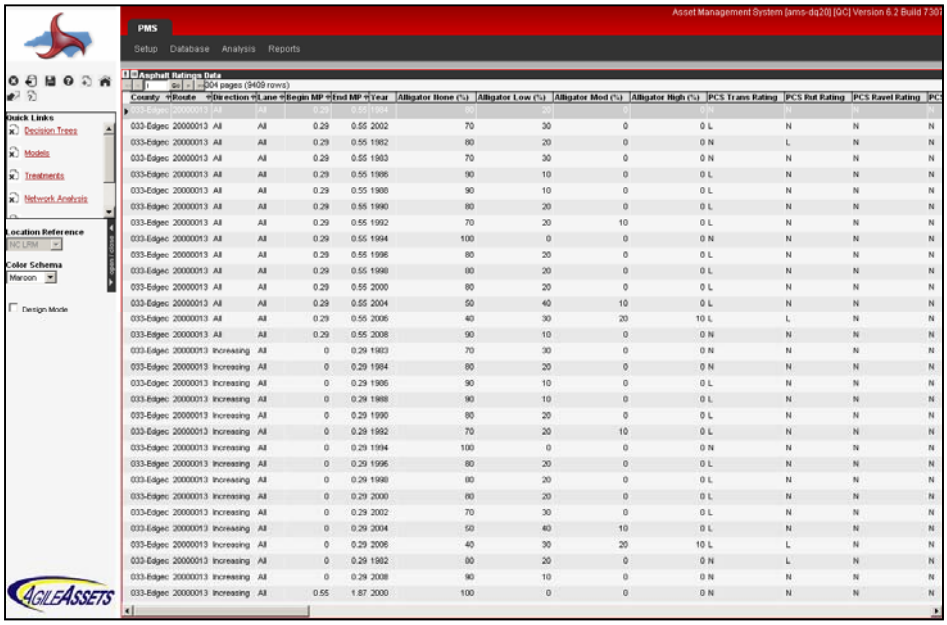


Figure 20

b. *Asphalt/JCP/CRC Ratings Graph Windows*

These windows allow the user to plot all surface distress data collected. **EXAMPLE:** US 64 in Edgecombe County showing the 2008 NCDOT Rating Number.

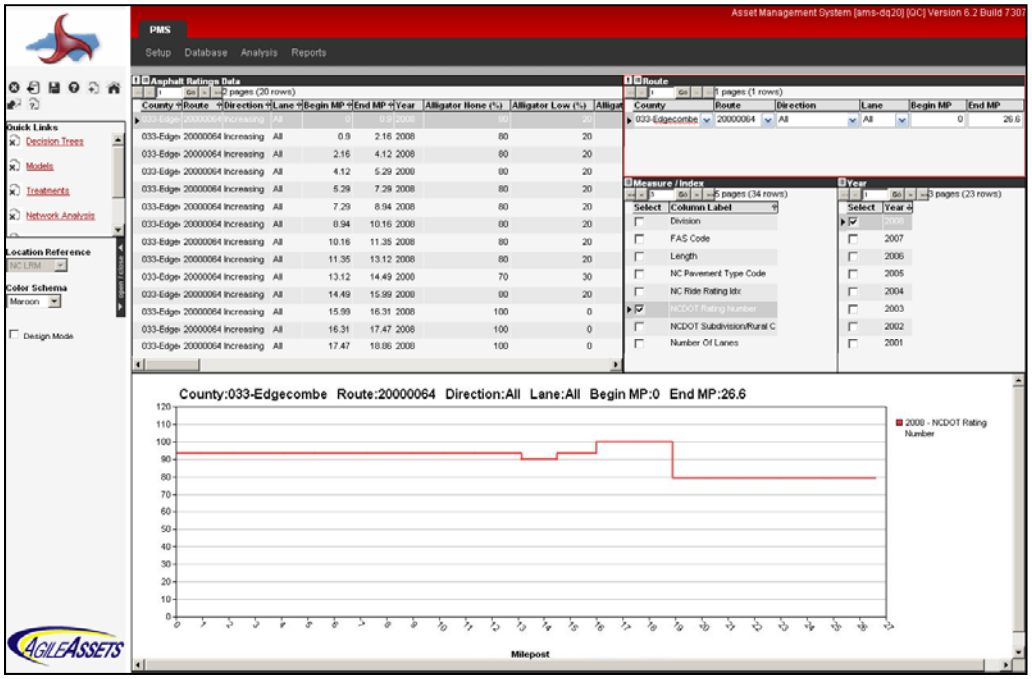


Figure 21

2. Skid Tests

This submenu (*fig. 22*) contains current and historical Skid Test Data as well as the ability to graph said data in useful ways.

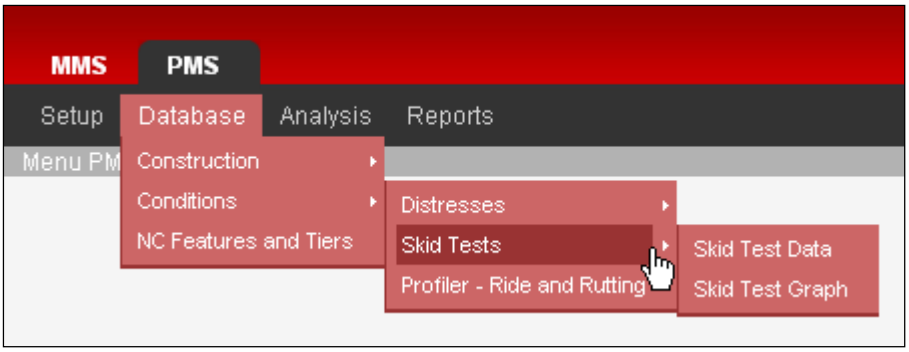


Figure 22

a. Skid Test Data Window

Skid Test Data Window (*fig.23*) provides access to all current and historical Skid Test Data. Skid Test Data is collected every ½ mile on primary routes on a two year cycle. Secondary routes are only collected by request. Data is reported in a unit-less number where a higher skid number represents more friction between the tire and the road. The NCDOT minimum safe skid number is 37.

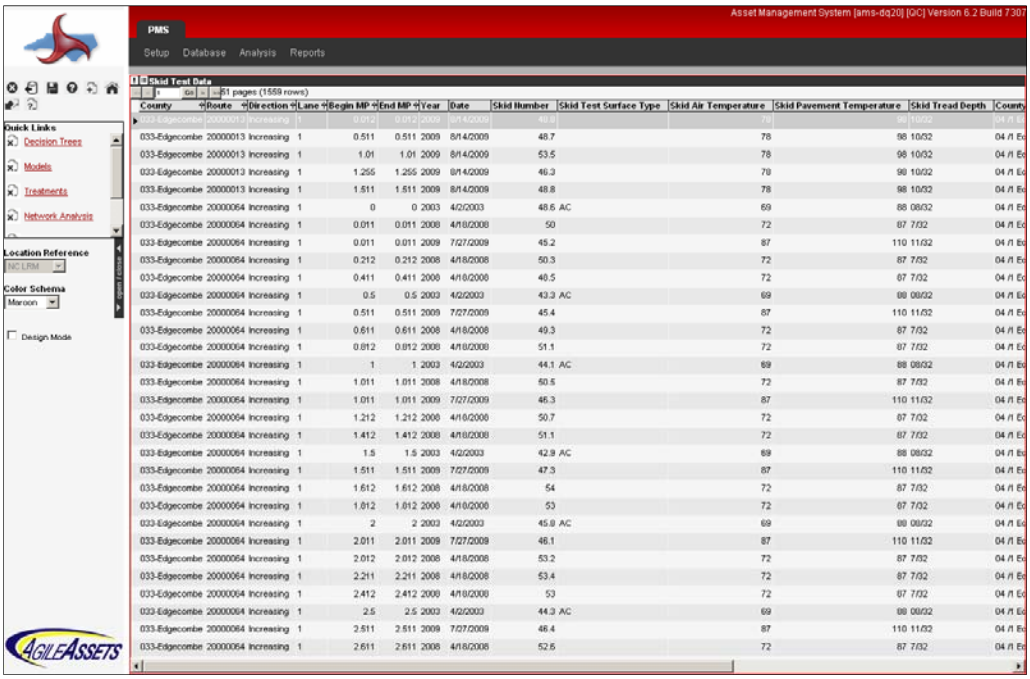


Figure 23

b. Skid Test Graph Window

Much like the distress data any of the Skid Test data can be plotted by the user in this window.

EXAMPLE: *Figure 24* displays US 64 in Edgecombe County showing the 2009 Skid Number.

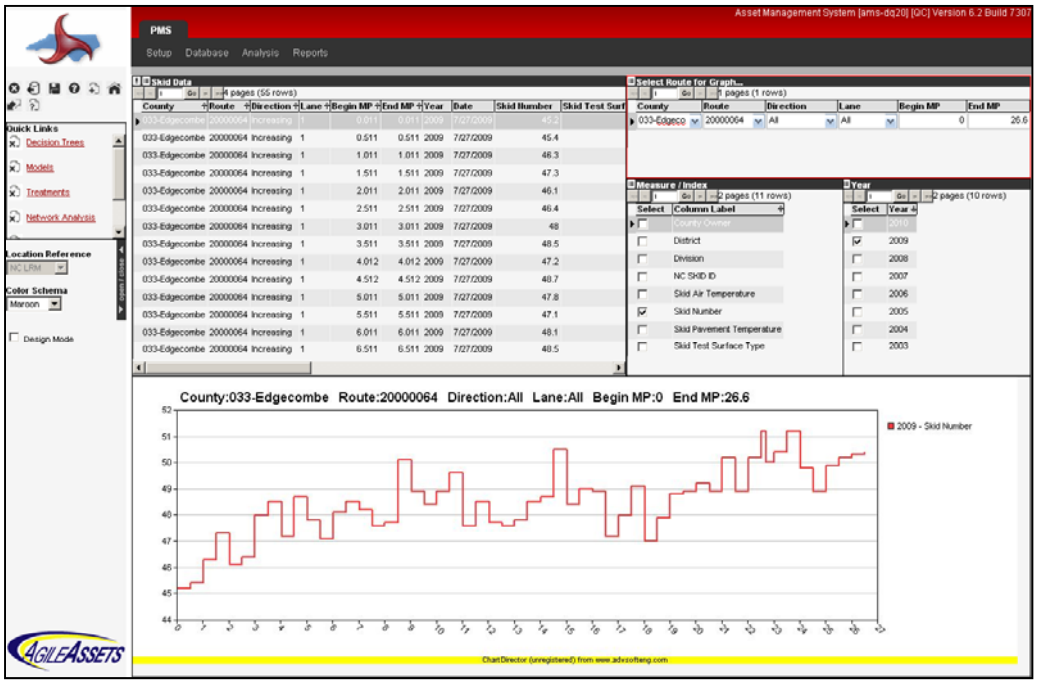


Figure 24

3. Profiler – Ride and Rutting

This submenu (*fig. 25)* contains current and historical Profiler Data as well as the ability to graph said data in useful ways.

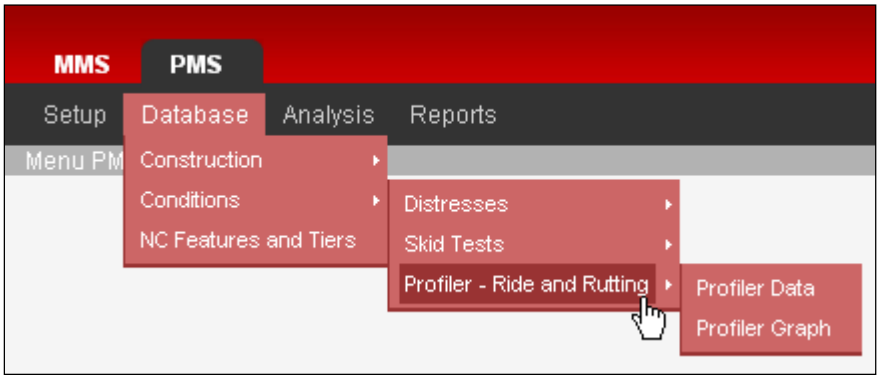


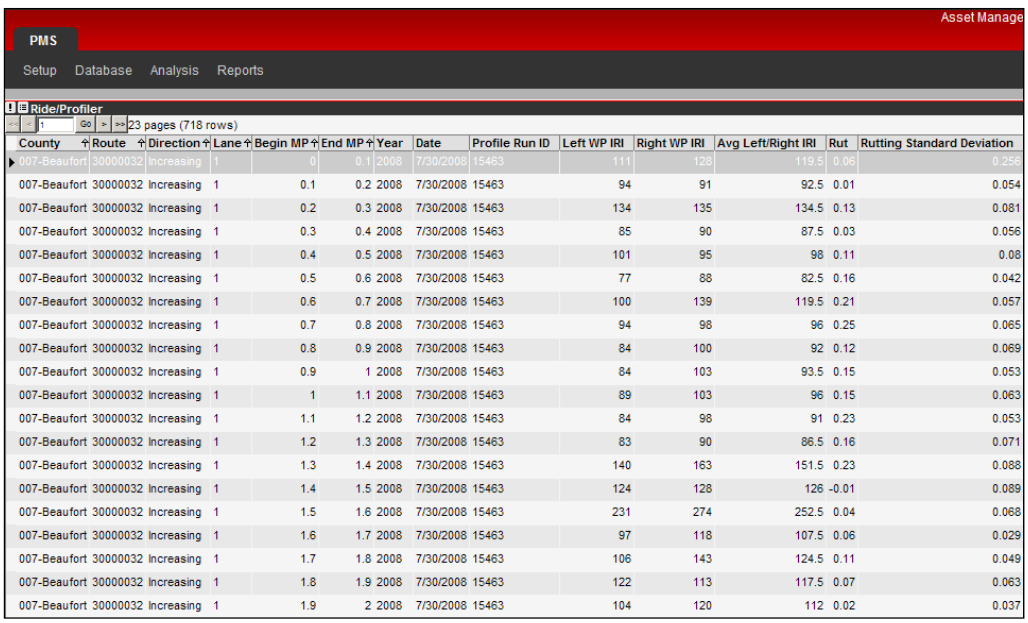
Figure 25

a. Profiler Data Window

This window (*fig. 26*) contains current and historical Profiler Data. Profiler data has two main components; **roughness** and **rutting**. The roughness, also known as the **International Roughness Index** (IRI), portion of the profile data is collected in units of inches per mile. The data is collected and reported on both the right and left wheelpaths. The PMS also provides an average IRI of both wheelpaths. A lower IRI number indicates a smoother riding surface. NCDOT prefers the IRI number to be less than 100. The IRI data is reported using one-tenth mile sections. Bridges and railroad crossings can have a large impact on IRI numbers by causing large increases or "spikes" in the data.

The second component of Profiler Data is rutting. Rutting is collected in units of inches and reported using one-tenth mile sections. The data is collected on both the right and left wheelpaths; however the PMS only reports an average rutting value of both wheelpaths.

Both IRI and rutting data is collected every year for the National Highway System (NHS) and collected on a two year cycle for the remaining primary system. Some secondary roads are collected as part of the Highway Performance Monitoring System (HPMS) or as requested.



County	Route	Direction	Lane	Begin MP	End MP	Year	Date	Profile Run ID	Left WP IRI	Right WP IRI	Avg Left/Right IRI	Rut	Rutting Standard Deviation
007-Beaufort	30000032	Increasing	1	0	0.1	2008	7/30/2008	15463	111	128	119.5	0.06	0.252
007-Beaufort	30000032	Increasing	1	0.1	0.2	2008	7/30/2008	15463	94	91	92.5	0.01	0.054
007-Beaufort	30000032	Increasing	1	0.2	0.3	2008	7/30/2008	15463	134	135	134.5	0.13	0.081
007-Beaufort	30000032	Increasing	1	0.3	0.4	2008	7/30/2008	15463	85	90	87.5	0.03	0.056
007-Beaufort	30000032	Increasing	1	0.4	0.5	2008	7/30/2008	15463	101	95	98	0.11	0.08
007-Beaufort	30000032	Increasing	1	0.5	0.6	2008	7/30/2008	15463	77	88	82.5	0.16	0.042
007-Beaufort	30000032	Increasing	1	0.6	0.7	2008	7/30/2008	15463	100	139	119.5	0.21	0.057
007-Beaufort	30000032	Increasing	1	0.7	0.8	2008	7/30/2008	15463	94	98	96	0.25	0.065
007-Beaufort	30000032	Increasing	1	0.8	0.9	2008	7/30/2008	15463	84	100	92	0.12	0.069
007-Beaufort	30000032	Increasing	1	0.9	1	2008	7/30/2008	15463	84	103	93.5	0.15	0.053
007-Beaufort	30000032	Increasing	1	1	1.1	2008	7/30/2008	15463	89	103	96	0.15	0.063
007-Beaufort	30000032	Increasing	1	1.1	1.2	2008	7/30/2008	15463	84	98	91	0.23	0.053
007-Beaufort	30000032	Increasing	1	1.2	1.3	2008	7/30/2008	15463	83	90	86.5	0.16	0.071
007-Beaufort	30000032	Increasing	1	1.3	1.4	2008	7/30/2008	15463	140	163	151.5	0.23	0.088
007-Beaufort	30000032	Increasing	1	1.4	1.5	2008	7/30/2008	15463	124	128	126	-0.01	0.089
007-Beaufort	30000032	Increasing	1	1.5	1.6	2008	7/30/2008	15463	231	274	252.5	0.04	0.068
007-Beaufort	30000032	Increasing	1	1.6	1.7	2008	7/30/2008	15463	97	118	107.5	0.06	0.029
007-Beaufort	30000032	Increasing	1	1.7	1.8	2008	7/30/2008	15463	106	143	124.5	0.11	0.049
007-Beaufort	30000032	Increasing	1	1.8	1.9	2008	7/30/2008	15463	122	113	117.5	0.07	0.063
007-Beaufort	30000032	Increasing	1	1.9	2	2008	7/30/2008	15463	104	120	112	0.02	0.037

Figure 26

b. Profiler Graph Window

Like the distress and skid data any of the Profiler data can be plotted by the user.

EXAMPLE: *Figure 27* displays US 64 in Edgecombe County showing the 2008 average IRI values.

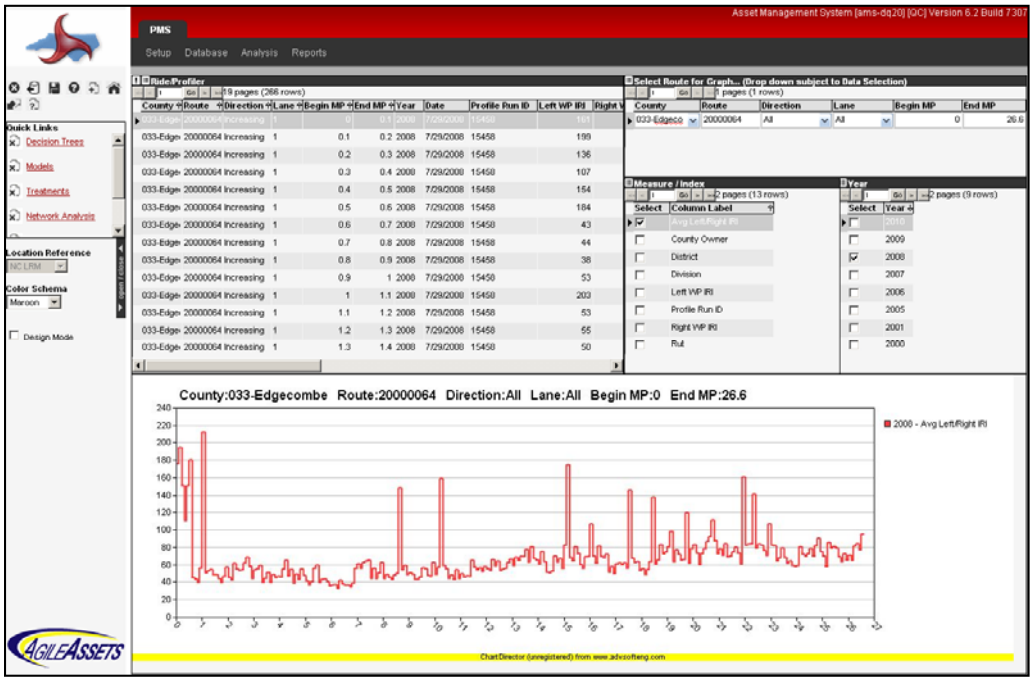
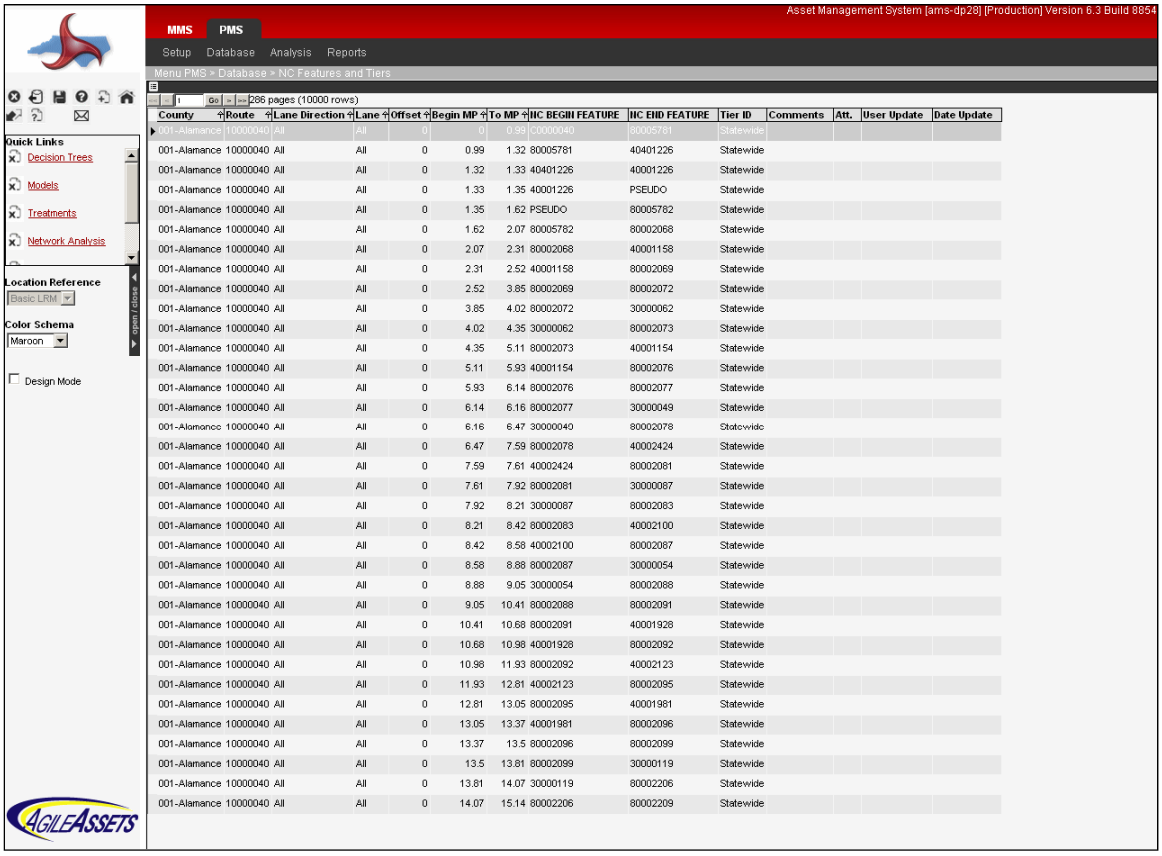


Figure 27

*Note the spikes in the data likely caused by railroad crossings and bridges.

NC Features and Tiers

The NC Features and Tiers window (*fig. 28*) provides the user with a table indicating what tier system a section of roadway belongs to. The three tiers are Statewide, Regional and Sub-Regional.



County	Route	Lane Direction	Lane	Offset	Begin MP	To MP	NC BEGIN FEATURE	NC END FEATURE	Tier ID	Comments	Att.	User Update	Date Update
001-Alamance	10000040	All	All	0	0	0.99	C0000040	80005781	Statewide				
001-Alamance	10000040	All	All	0	0.99	1.32	80005781	40401226	Statewide				
001-Alamance	10000040	All	All	0	1.32	1.33	40401226	40001226	Statewide				
001-Alamance	10000040	All	All	0	1.33	1.35	40001226	PSEUDO	Statewide				
001-Alamance	10000040	All	All	0	1.35	1.62	PSEUDO	80005782	Statewide				
001-Alamance	10000040	All	All	0	1.62	2.07	80005782	80002068	Statewide				
001-Alamance	10000040	All	All	0	2.07	2.31	80002068	40001158	Statewide				
001-Alamance	10000040	All	All	0	2.31	2.52	40001158	80002069	Statewide				
001-Alamance	10000040	All	All	0	2.52	3.85	80002069	80002072	Statewide				
001-Alamance	10000040	All	All	0	3.85	4.02	80002072	30000062	Statewide				
001-Alamance	10000040	All	All	0	4.02	4.35	30000062	80002073	Statewide				
001-Alamance	10000040	All	All	0	4.35	5.11	80002073	40001154	Statewide				
001-Alamance	10000040	All	All	0	5.11	5.93	40001154	80002076	Statewide				
001-Alamance	10000040	All	All	0	5.93	6.14	80002076	80002077	Statewide				
001-Alamance	10000040	All	All	0	6.14	6.16	80002077	30000049	Statewide				
001-Alamance	10000040	All	All	0	6.16	6.47	30000049	80002078	Statewide				
001-Alamance	10000040	All	All	0	6.47	7.59	80002078	40002424	Statewide				
001-Alamance	10000040	All	All	0	7.59	7.61	40002424	80002081	Statewide				
001-Alamance	10000040	All	All	0	7.61	7.92	80002081	30000087	Statewide				
001-Alamance	10000040	All	All	0	7.92	8.21	30000087	80002083	Statewide				
001-Alamance	10000040	All	All	0	8.21	8.42	80002083	40002100	Statewide				
001-Alamance	10000040	All	All	0	8.42	8.58	40002100	80002087	Statewide				
001-Alamance	10000040	All	All	0	8.58	8.88	80002087	30000054	Statewide				
001-Alamance	10000040	All	All	0	8.88	9.05	30000054	80002088	Statewide				
001-Alamance	10000040	All	All	0	9.05	10.41	80002088	80002091	Statewide				
001-Alamance	10000040	All	All	0	10.41	10.68	80002091	40001928	Statewide				
001-Alamance	10000040	All	All	0	10.68	10.98	40001928	80002092	Statewide				
001-Alamance	10000040	All	All	0	10.98	11.93	80002092	40002123	Statewide				
001-Alamance	10000040	All	All	0	11.93	12.81	40002123	80002095	Statewide				
001-Alamance	10000040	All	All	0	12.81	13.05	80002095	40001981	Statewide				
001-Alamance	10000040	All	All	0	13.05	13.37	40001981	80002096	Statewide				
001-Alamance	10000040	All	All	0	13.37	13.5	80002096	80002099	Statewide				
001-Alamance	10000040	All	All	0	13.5	13.81	80002099	30000119	Statewide				
001-Alamance	10000040	All	All	0	13.81	14.07	30000119	80002206	Statewide				
001-Alamance	10000040	All	All	0	14.07	15.14	80002206	80002209	Statewide				

Figure 28

Analysis Menu

The Analysis submenu (*fig. 29*) is where all inputs and outputs from analysis scenarios can be viewed. The field user will find it useful for summarizing survey data when looking at particular routes, or for viewing recommended treatments.

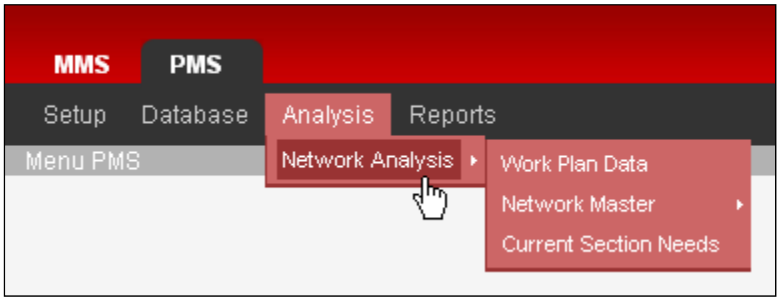


Figure 29

Network Analysis

Under the Network Analysis submenu there is one submenu and two windows:

1. **Work Plan Data**
2. **Network Master**
3. **Current Section Needs**

1. Work Plan Data

The Work Plan Data window shows custom analysis results consisting of recommended treatments for pavement sections using desired constraint criteria, such as budget. The custom analysis is run by PMU personnel and loaded into the Work Plan Data window. Users can also create a new work plan from scratch as a planning tool. The results include total costs for the recommended project.

In future AMS releases these work plans can be sent to the MMS for the creation of work requests. Once the work requests are completed in the MMS, the completed projects can be sent back to the PMS to automatically update construction history.

EXAMPLE: *Figure 30* shows the dropdown list of all the analysis runs that can be viewed in the Work Plan Data Window.

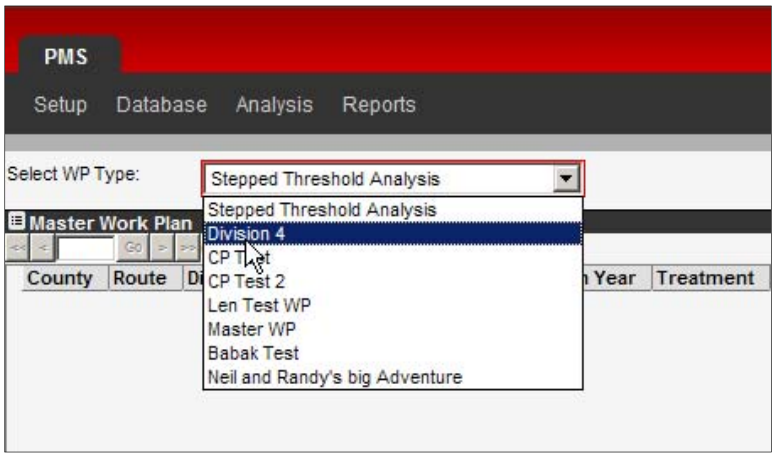
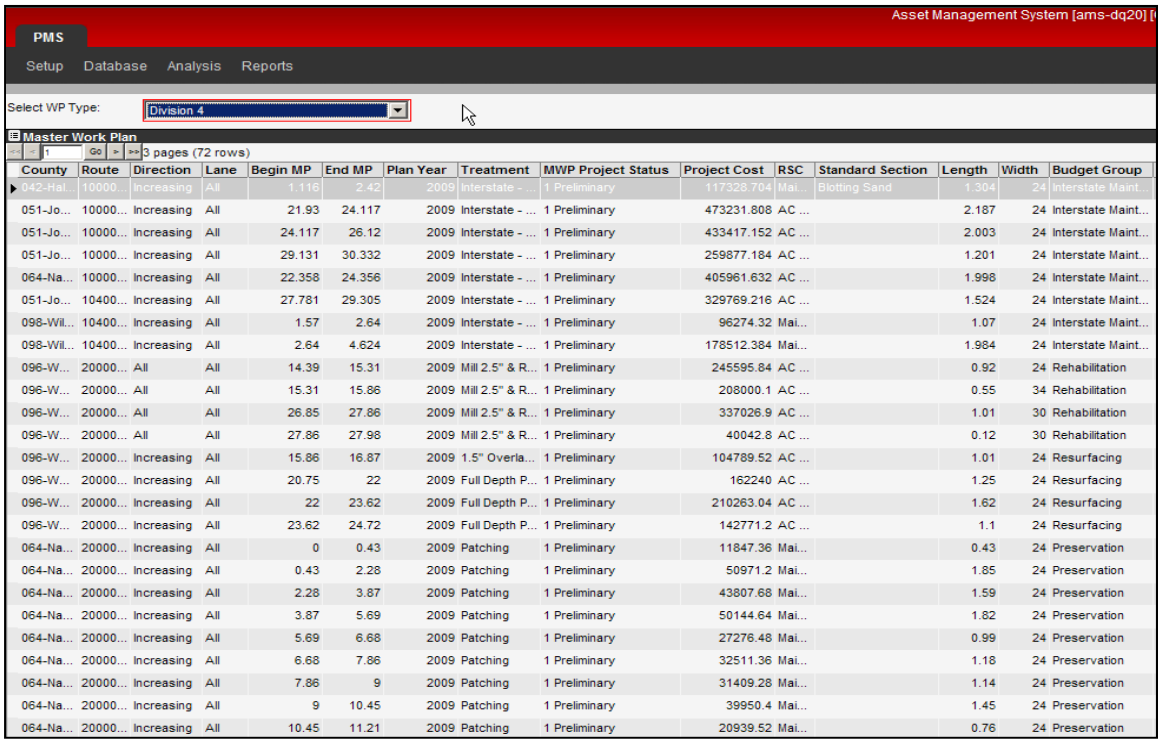


Figure 30

EXAMPLE: *Figure 31* shows all sections and their recommended treatments for the analysis run chosen in the work plan dropdown list.



County	Route	Direction	Lane	Begin MP	End MP	Plan Year	Treatment	MWP Project Status	Project Cost	RSC	Standard Section	Length	Width	Budget Group
042-Hal...	10000...	Increasing	All	1.116	2.42	2009	Interstate - ...	1 Preliminary	117328.704	Mai...	Blotting Sand	1.304	24	Interstate Maint...
051-Jo...	10000...	Increasing	All	21.93	24.117	2009	Interstate - ...	1 Preliminary	473231.808	AC ...		2.187	24	Interstate Maint...
051-Jo...	10000...	Increasing	All	24.117	26.12	2009	Interstate - ...	1 Preliminary	433417.152	AC ...		2.003	24	Interstate Maint...
051-Jo...	10000...	Increasing	All	29.131	30.332	2009	Interstate - ...	1 Preliminary	259877.184	AC ...		1.201	24	Interstate Maint...
064-Na...	10000...	Increasing	All	22.358	24.356	2009	Interstate - ...	1 Preliminary	405961.632	AC ...		1.998	24	Interstate Maint...
051-Jo...	10400...	Increasing	All	27.781	29.305	2009	Interstate - ...	1 Preliminary	329769.216	AC ...		1.524	24	Interstate Maint...
098-Wil...	10400...	Increasing	All	1.57	2.64	2009	Interstate - ...	1 Preliminary	96274.32	Mai...		1.07	24	Interstate Maint...
098-Wil...	10400...	Increasing	All	2.64	4.624	2009	Interstate - ...	1 Preliminary	178512.384	Mai...		1.984	24	Interstate Maint...
096-W...	20000...	All	All	14.39	15.31	2009	Mill 2.5" & R...	1 Preliminary	245595.84	AC ...		0.92	24	Rehabilitation
096-W...	20000...	All	All	15.31	15.86	2009	Mill 2.5" & R...	1 Preliminary	208000.1	AC ...		0.55	34	Rehabilitation
096-W...	20000...	All	All	26.85	27.86	2009	Mill 2.5" & R...	1 Preliminary	337026.9	AC ...		1.01	30	Rehabilitation
096-W...	20000...	All	All	27.86	27.98	2009	Mill 2.5" & R...	1 Preliminary	40042.8	AC ...		0.12	30	Rehabilitation
096-W...	20000...	Increasing	All	15.86	16.87	2009	1.5" Overla...	1 Preliminary	104789.52	AC ...		1.01	24	Resurfacing
096-W...	20000...	Increasing	All	20.75	22	2009	Full Depth P...	1 Preliminary	162240	AC ...		1.25	24	Resurfacing
096-W...	20000...	Increasing	All	22	23.62	2009	Full Depth P...	1 Preliminary	210263.04	AC ...		1.62	24	Resurfacing
096-W...	20000...	Increasing	All	23.62	24.72	2009	Full Depth P...	1 Preliminary	142771.2	AC ...		1.1	24	Resurfacing
064-Na...	20000...	Increasing	All	0	0.43	2009	Patching	1 Preliminary	11847.36	Mai...		0.43	24	Preservation
064-Na...	20000...	Increasing	All	0.43	2.28	2009	Patching	1 Preliminary	50971.2	Mai...		1.85	24	Preservation
064-Na...	20000...	Increasing	All	2.28	3.87	2009	Patching	1 Preliminary	43807.68	Mai...		1.59	24	Preservation
064-Na...	20000...	Increasing	All	3.87	5.69	2009	Patching	1 Preliminary	50144.64	Mai...		1.82	24	Preservation
064-Na...	20000...	Increasing	All	5.69	6.68	2009	Patching	1 Preliminary	27276.48	Mai...		0.99	24	Preservation
064-Na...	20000...	Increasing	All	6.68	7.86	2009	Patching	1 Preliminary	32511.36	Mai...		1.18	24	Preservation
064-Na...	20000...	Increasing	All	7.86	9	2009	Patching	1 Preliminary	31409.28	Mai...		1.14	24	Preservation
064-Na...	20000...	Increasing	All	9	10.45	2009	Patching	1 Preliminary	39950.4	Mai...		1.45	24	Preservation
064-Na...	20000...	Increasing	All	10.45	11.21	2009	Patching	1 Preliminary	20939.52	Mai...		0.76	24	Preservation

Figure 31

2. Network Master

The Network Master submenu (*fig. 32*) is used as the basis for all PMS analysis.

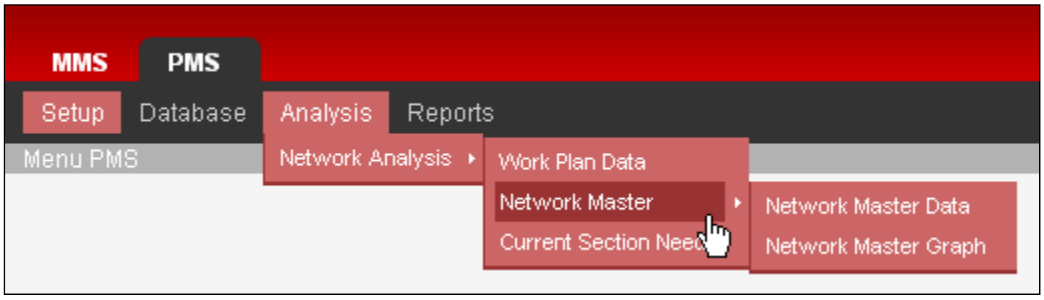
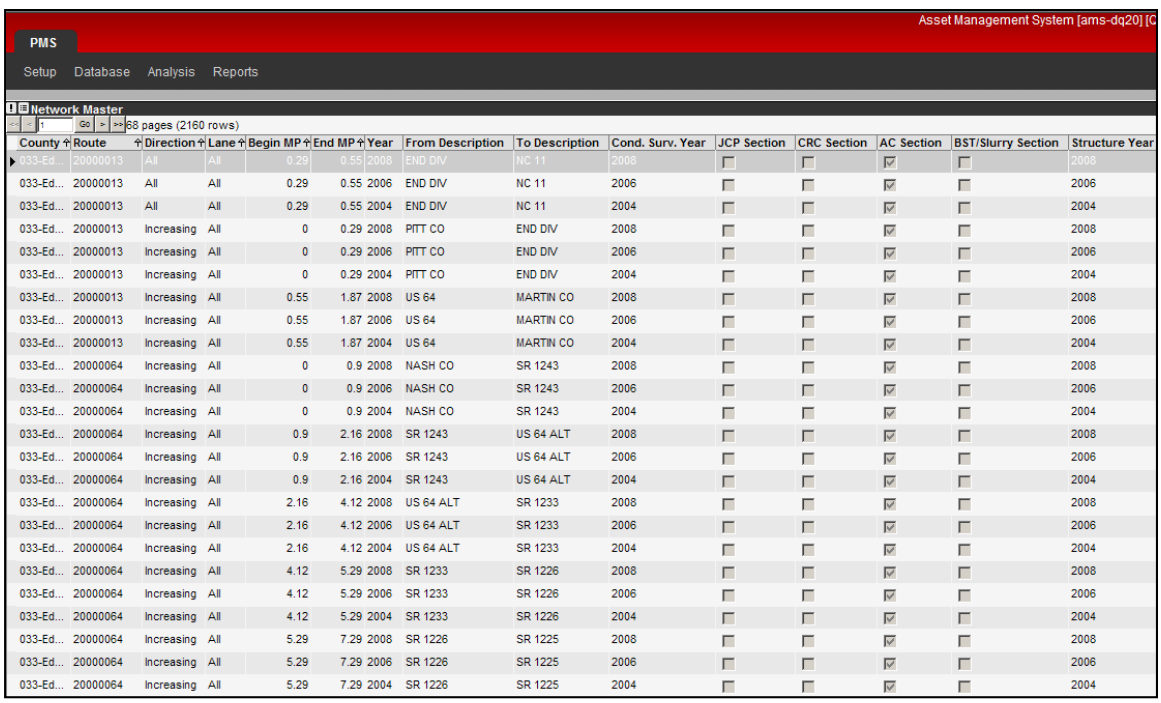


Figure 32

a. Network Master Data Window

This window (*fig. 33*) summarizes multiple types of data for all pavement sections (asphalt and concrete) and represents the current structure, traffic, classification and condition for the network as a whole. Roughness data is conveniently averaged over a pavement condition survey section. The data in this window is created by PMU personnel and will have only two to four years of data stored. Thus, it should be noted that the Network Master window should not be used when the user wants to see long trends in performance. If the user wants to see long trends in data it is recommended to use the source data windows (see the Conditions section) where historical data is stored. Also, do not use the Network Master window if you want to see the localized spikes in the roughness data since this window averages the IRI over a survey section instead of the one-tenth mile increments used in the Profile Data window.



County	Route	Direction	Lane	Begin MP	End MP	Year	From Description	To Description	Cond. Surv. Year	JCP Section	CRC Section	AC Section	BST/Slurry Section	Structure Year
033-Ed...	20000013	All	All	0.29	0.55	2008	END DIV	NC 11	2008			☑		2008
033-Ed...	20000013	All	All	0.29	0.55	2006	END DIV	NC 11	2006			☑		2006
033-Ed...	20000013	All	All	0.29	0.55	2004	END DIV	NC 11	2004			☑		2004
033-Ed...	20000013	Increasing	All	0	0.29	2008	PITT CO	END DIV	2008			☑		2008
033-Ed...	20000013	Increasing	All	0	0.29	2006	PITT CO	END DIV	2006			☑		2006
033-Ed...	20000013	Increasing	All	0	0.29	2004	PITT CO	END DIV	2004			☑		2004
033-Ed...	20000013	Increasing	All	0.55	1.87	2008	US 64	MARTIN CO	2008			☑		2008
033-Ed...	20000013	Increasing	All	0.55	1.87	2006	US 64	MARTIN CO	2006			☑		2006
033-Ed...	20000013	Increasing	All	0.55	1.87	2004	US 64	MARTIN CO	2004			☑		2004
033-Ed...	20000064	Increasing	All	0	0.9	2008	NASH CO	SR 1243	2008			☑		2008
033-Ed...	20000064	Increasing	All	0	0.9	2006	NASH CO	SR 1243	2006			☑		2006
033-Ed...	20000064	Increasing	All	0	0.9	2004	NASH CO	SR 1243	2004			☑		2004
033-Ed...	20000064	Increasing	All	0.9	2.16	2008	SR 1243	US 64 ALT	2008			☑		2008
033-Ed...	20000064	Increasing	All	0.9	2.16	2006	SR 1243	US 64 ALT	2006			☑		2006
033-Ed...	20000064	Increasing	All	0.9	2.16	2004	SR 1243	US 64 ALT	2004			☑		2004
033-Ed...	20000064	Increasing	All	2.16	4.12	2008	US 64 ALT	SR 1233	2008			☑		2008
033-Ed...	20000064	Increasing	All	2.16	4.12	2006	US 64 ALT	SR 1233	2006			☑		2006
033-Ed...	20000064	Increasing	All	2.16	4.12	2004	US 64 ALT	SR 1233	2004			☑		2004
033-Ed...	20000064	Increasing	All	4.12	5.29	2008	SR 1233	SR 1226	2008			☑		2008
033-Ed...	20000064	Increasing	All	4.12	5.29	2006	SR 1233	SR 1226	2006			☑		2006
033-Ed...	20000064	Increasing	All	4.12	5.29	2004	SR 1233	SR 1226	2004			☑		2004
033-Ed...	20000064	Increasing	All	5.29	7.29	2008	SR 1226	SR 1225	2008			☑		2008
033-Ed...	20000064	Increasing	All	5.29	7.29	2006	SR 1226	SR 1225	2006			☑		2006
033-Ed...	20000064	Increasing	All	5.29	7.29	2004	SR 1226	SR 1225	2004			☑		2004

Figure 33

b. Network Master Graph Window

Like all other tabular data in the PMS, the Network Master Graph window allows the user to plot any data contained in Network Master. *Figure 34* is an example of a small section of US 64 in Edgecombe County showing the 2008 NCDOT Rating Number.

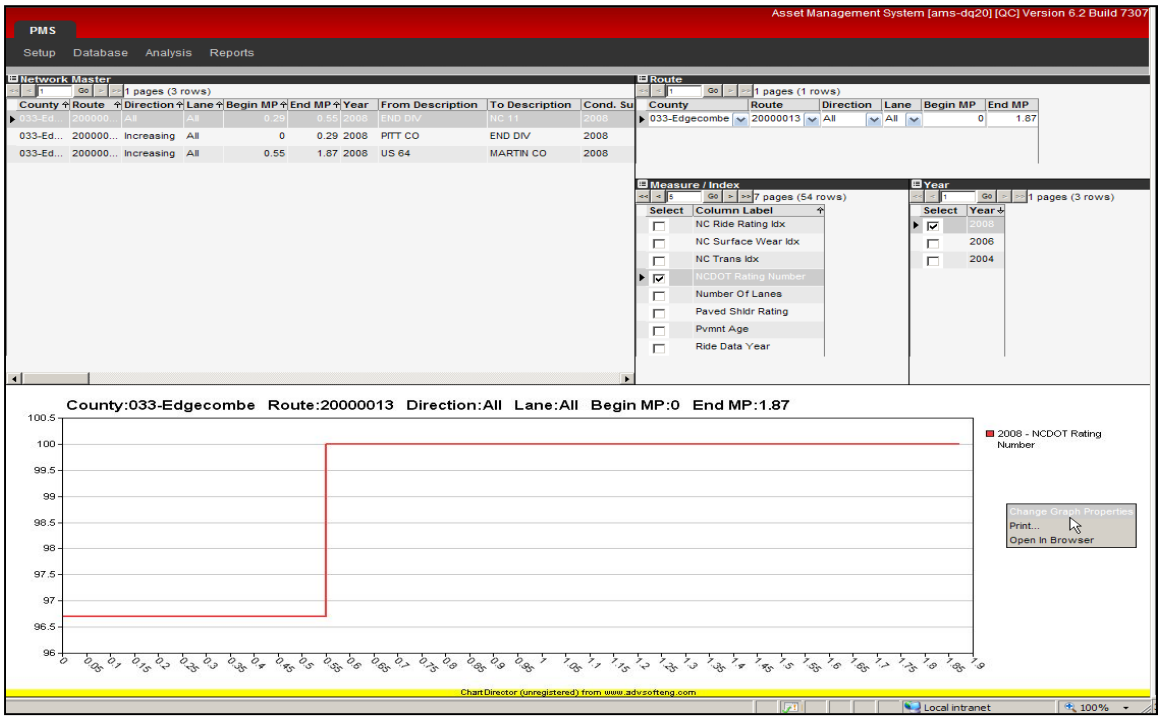


Figure 34

3. Current Section Needs

The Current Section Needs window (*fig. 35*) shows recommended treatments for each survey section of a given route. These treatments are calculated "on the fly" using the most recent condition of the route and the PMS decision tree, assuming no budget constraints.

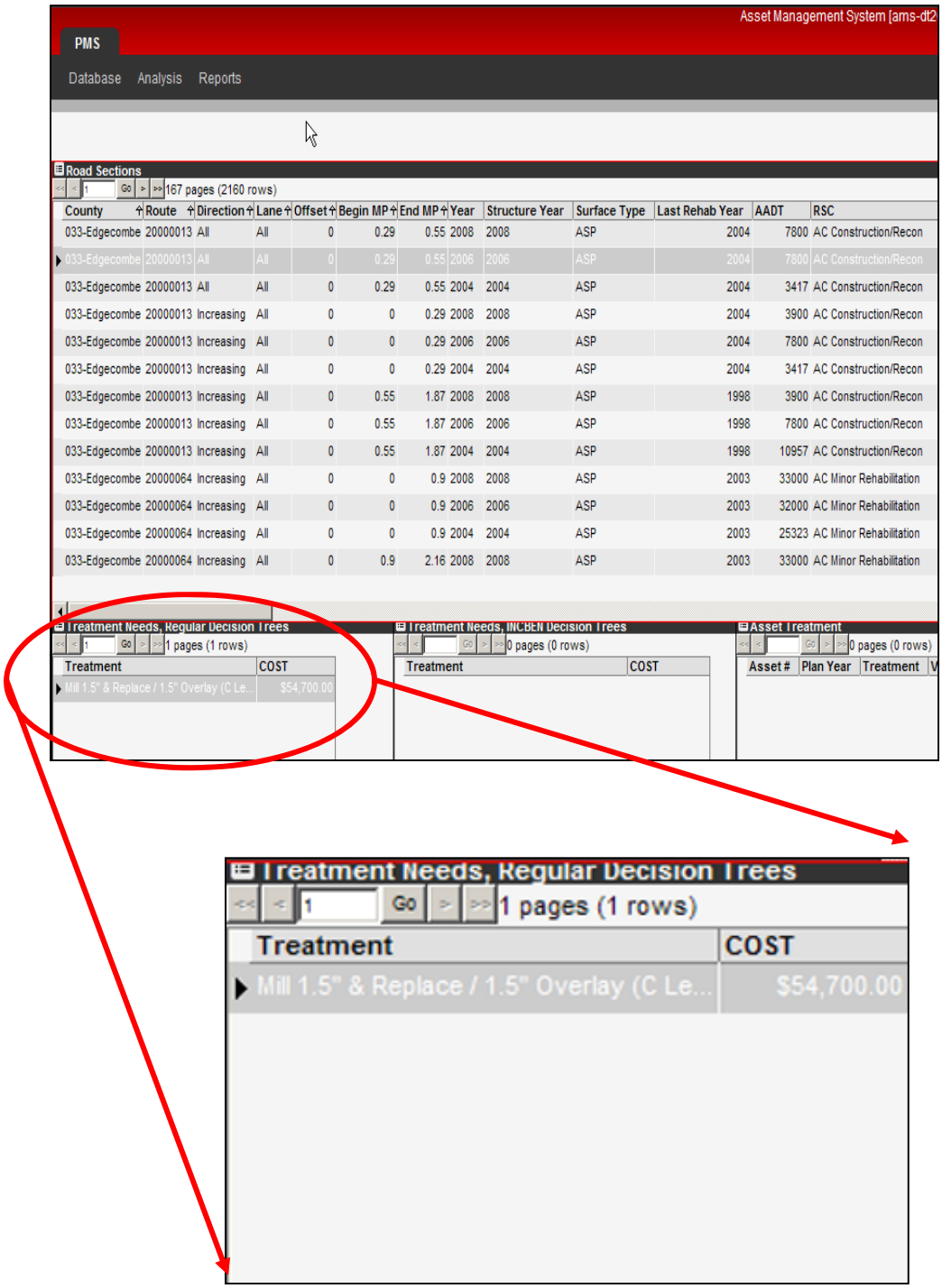


Figure 35

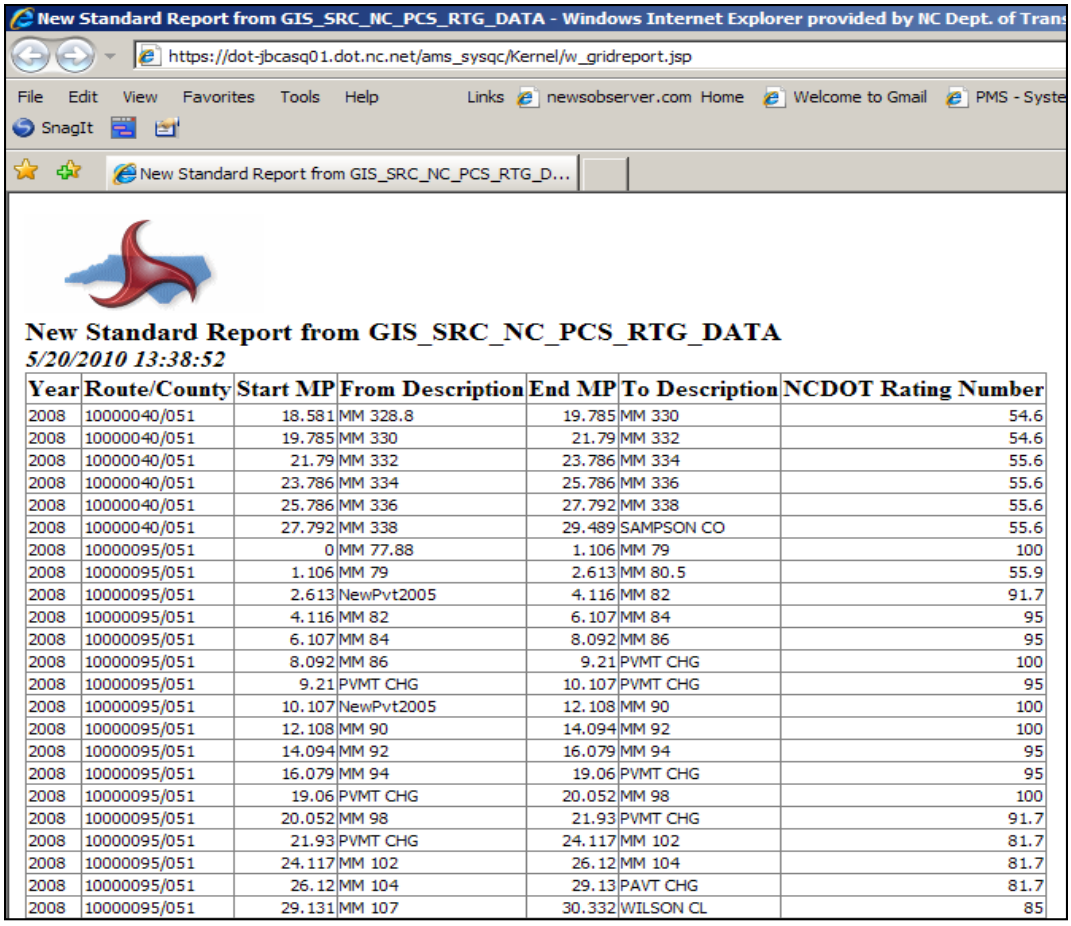
REPORTS MENU

The Reports menu (*fig. 36*) provides commands for displaying standard and graphical reports, providing a great number of "views" of the database to suit the field user's needs. Users can view existing reports as well as customize their own. There is also the capability to share reports between users or place any reports you find useful to your dashboard.

Figure 36

Standard (Tabular) Reports

Standard reports (*fig. 37*) show tabular data in a new browser window. Data can be summarized, averaged and grouped by nearly any field. The report data can be exported to Excel for further manipulation.



New Standard Report from GIS_SRC_NC_PCS_RTG_DATA

5/20/2010 13:38:52

Year	Route/County	Start MP	From Description	End MP	To Description	NCDOT Rating Number
2008	10000040/051	18.581	MM 328.8	19.785	MM 330	54.6
2008	10000040/051	19.785	MM 330	21.79	MM 332	54.6
2008	10000040/051	21.79	MM 332	23.786	MM 334	55.6
2008	10000040/051	23.786	MM 334	25.786	MM 336	55.6
2008	10000040/051	25.786	MM 336	27.792	MM 338	55.6
2008	10000040/051	27.792	MM 338	29.489	SAMPSON CO	55.6
2008	10000095/051	0	MM 77.88	1.106	MM 79	100
2008	10000095/051	1.106	MM 79	2.613	MM 80.5	55.9
2008	10000095/051	2.613	NewPvt2005	4.116	MM 82	91.7
2008	10000095/051	4.116	MM 82	6.107	MM 84	95
2008	10000095/051	6.107	MM 84	8.092	MM 86	95
2008	10000095/051	8.092	MM 86	9.21	PVMT CHG	100
2008	10000095/051	9.21	PVMT CHG	10.107	PVMT CHG	95
2008	10000095/051	10.107	NewPvt2005	12.108	MM 90	100
2008	10000095/051	12.108	MM 90	14.094	MM 92	100
2008	10000095/051	14.094	MM 92	16.079	MM 94	95
2008	10000095/051	16.079	MM 94	19.06	PVMT CHG	95
2008	10000095/051	19.06	PVMT CHG	20.052	MM 98	100
2008	10000095/051	20.052	MM 98	21.93	PVMT CHG	91.7
2008	10000095/051	21.93	PVMT CHG	24.117	MM 102	81.7
2008	10000095/051	24.117	MM 102	26.12	MM 104	81.7
2008	10000095/051	26.12	MM 104	29.13	PAVT CHG	81.7
2008	10000095/051	29.131	MM 107	30.332	WILSON CL	85

Figure 37

Graph Reports

Graph reports (*fig. 38*) are the most flexible type of report. The user can view both the graph and tabular outputs after the report is created. Graph types include bar, line, and scatter plots. All graph properties can be customized within the window.

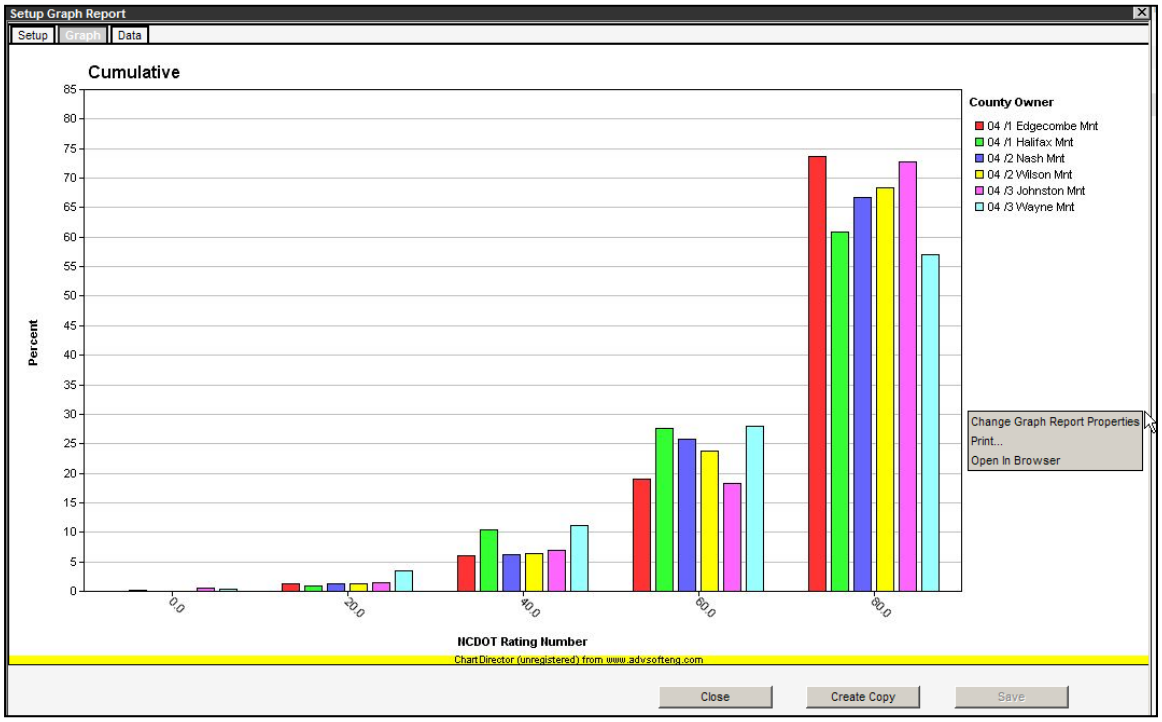


Figure 38

GIS Reports

GIS reports (*fig. 39*) use a base map that data can be overlaid on by color coding. Data is grouped into ranges where the user can then adjust data ranges and color coding to their preference.

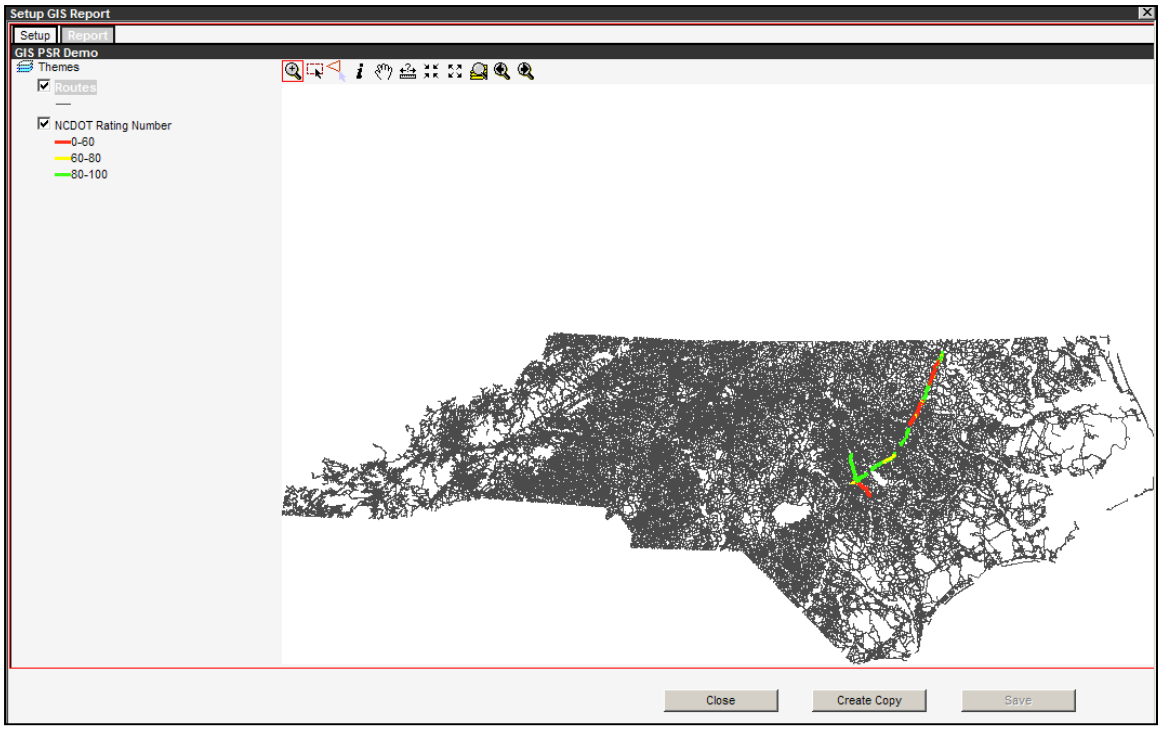


Figure 39

Jasper Reports

Jasper Reports (*fig. 40*) is a type of reporting that goes beyond the basic capabilities of the previously mentioned report types. These reports provide a much more professional look and can provide specific combinations of data that are not easily found elsewhere in the AMS. These reports can be made specifically to create Excel spreadsheets, PDF files and HTML files. These reports cannot be created by the field user. They are created by PMU personnel upon request. *Figure 40* is an example of a Jasper Report designed as a PDF file.

Division 6

2010 Chip Seal Projects Comparison with 2008 PCS Rating Numbers

95.2	Potentially early project selection based on weighted average rating number greater than 90.	54.3	Marginal project selection based on weighted average rating number between 50 and 65.
82.5	Appropriate project selection based on weighted average rating number between 65 and 90.	34.7	Poor project selection based on weighted average rating number less than 50.

Bladen County

							Pavement Condition Survey Ratings		
Project / WBS	Material	Route	Begin MP	Begin Description	End MP	End Description	Highest	Lowest	Weighted Average
6SP.20094.1	Drag Seal	30000210	28.920	US 701	30.310	US 701 + 1.39 MI	43.0	41.0	43.0
6SP.20094.1	Drag Seal	30000210	30.310	US 701 + 1.39 MI	37.850	CUMBERLAND CO	50.1	37.0	43.3
6SP.20094.1	Drag Seal	40001711	0.000	US 701	1.962	SR 1700	78.4	78.4	78.4
6SP.20094.1	Straight Seal	40001713	0.000	SR 1704	2.440	SR 1712	78.4	74.2	76.2
6SP.20094.1	Straight Seal	40001715	0.000	SR 1712	1.460	NC 87	56.7	56.7	56.7
6SP.20094.1	Straight Seal	40001716	0.000	SR 1714	0.760	SR 1713	95.0	95.0	95.0
6SP.20094.1	Straight Seal	40001717	0.000	SR 1714	0.950	SR 1713	95.0	95.0	95.0
6SP.20094.1	Straight Seal	40001718	0.000	SR 1713	0.240	SR 1719	95.0	95.0	95.0
6SP.20094.1	Straight Seal	40001719	0.000	SR 1713	2.830	SR 1708	78.1	74.8	77.1
6SP.20094.1	Straight Seal	40001793	0.000	US 701	0.260	DEADEND	87.5	87.5	87.5
6SP.20094.1	Straight Seal	40001795	0.000	SR 1711	0.270	SR 1793	95.0	95.0	95.0
6SP.20094.1	Straight Seal	40001797	0.000	SR 1719	0.700	DEAD END	95.0	95.0	95.0

Project Counts for Bladen County:	5	4	1	2

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Figure 40