

DATA ELEMENT STANDARD

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		SUPERSEDES: N/A
SUBJECT Location - County, Route and Postmile Specification	EFFECTIVE DATE: 10/30/2020	NUMBER OF PAGES: 1 of 1
THIS STANDARD APPLIES TO Caltrans Employees, Contractors & Consultants	REVISION NUMBER: N/A	LAST REVIEWED: N/A
REFERENCE	APPROVED SIGNATURE Chad Baker	Digitally signed by Chad Baker DN: cn=Chad Baker, o, ou, email=chad.baker@dot.ca.gov, c=US Date: 2021.03.15 10:58:09 -07'00'

PURPOSE:

This standard defines how county, route and postmile are represented in corporate datasets and database systems within Caltrans.

GENERAL INFORMATION:

Few authoritative sources have been identified for county and route information, so these values may be represented differently across database systems. The lack of consistency in how county, route and postmile values are represented has impacted data quality, accuracy and interoperability. There is no enterprise data standard for postmile data, so values may be truncated or rounded which affect their accuracy.

This standard defines how such data will be represented to improve data consistency, accuracy and interoperability.

STANDARD:

Postmile data shall be validated with the Transportation System Network (TSN) and where this is not feasible, it shall be validated with the Linear Referencing System (LRS) database system. The TSN database system is the authoritative source system of record (SSOR) for postmile and alignment data on existing highways. New tools for TSN will be available after system upgrades in 2023.

Authoritative SSORs for postmile data shall have valid data. For projects with multiple locations, postmile data shall be entered for all locations referenced in a separate table as specified in the attached data specification.

Data values such as "VAR" or "Various" shall not be used in authoritative SSORs since they are neither mappable nor interoperable between systems.

Authoritative SSORs shall comply with this standard to the extent possible and where this is not feasible, each program (database system) shall comply with this standard during the next scheduled data migration or system update.

REFERENCES:

Please refer to the following attachments for more details:

- Caltrans Postmile System Guidance Document
- Caltrans Postmile Data Specification

FINANCIAL IMPACT:

Some programs and/or database systems may require additional resources to meet the postmile requirements. For example, postmile values which are not stored according to this standard may need to be updated.

Some database systems may need to be modified to meet this new standard. For example, system updates may be needed to accept additional fields to accommodate all required fields such as postmile prefix and suffix.

Training may be required for new and current staff to prepare them for meeting these new requirements. For example, data custodians and staff may need training on proper postmile data entry.

Some project reports may need to be updated to accommodate all required fields. As a result, some programs may require additional resources to update and maintain their revised report templates.

Staff time will be saved from manually checking, reviewing and revising data. Valid postmile data improves efficiency and decision making.