

Appendix A -.Data Dictionary for Proposed DRAFT NC Working Group for Roads and
Transportation “NC Community Centerline Data Exchange Standard”

Element Name	Data Type	NC WGRT Element Obligation	FGDC Equivalent Obligation	Default Values, Domain Values or Business Rules	Element Description
<p>Note: The first 15 data elements in this data dictionary represent the minimum set of mandatory element properties necessary to transform NC local government street centerline data into a GML Simple Features format that complies with the FGDC Framework Transportation Schema definition of a “Road Segment” feature. Although most of these properties are not collected by local government data providers, they may be auto-populated with default values during the data transformation process.</p>					
<p>Shape</p>	<p>Simple 2D Linestring Feature</p>	<p>Mandatory</p>	<p>Mandatory</p>	<p>Depending on the native file format and software package used, enforcing these types of spatial relationship, or topological rules, upon street centerline features is highly desirable.</p> <ul style="list-style-type: none"> • Must be a Single Part Feature • Must Not Have Dangles • Must Not Overlap Other Lines • Must Not Intersect Other Lines • Must Not Self-Intersect • Must Not Intersect Or Touch Interior 	<p>A valid 2D linestring simple feature, conforming to The ISO 19107 Geometry model - a special curve that consists of a single segment with linear interpolation, defined by two or more coordinate tuples, with linear interpolation between them. An complete technical definition and description may be found at:</p> <p>http://schemas.liquid-technologies.com/OpenGis/gml/3.1.1/LineStringSegment1.html</p> <p>Note: The spatial relationship rules listed at left are geared specifically towards data producers who maintain their centerline data in an ESRI “geodatabase” format. For those who maintain their data in other GIS formats, including ESRI “shapefiles”, the concept of topology may or may not exist, or may differ widely in its implementation rules.</p>

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					http://webhelp.esri.com/arcgisdesktop/9.3/index.cfm?TopicName=Topology_rules
Source Metadata	Any valid URI	Optional	Optional	If the data provider elects to provide a URI pointing to a metadata file they maintain on a publicly accessible website, they should ensure that the URI is permanent / persistent.	A valid URI pointing to a metadata file containing structured or unstructured text as defined by the community of practice. Theoretically, this value would be the same for each road segment in a dataset produced by a single entity, and therefore could be auto-populated, en masse, during the data transformation process.
UID	Character String (40)	Mandatory * This is auto-generated during the transformation process and serves as the “id” attribute of the GML RoadSeg object	Mandatory	Without business meaning. Not Null GUID = a globally unique, 16-byte (128-bit) number, expressed as a text string representing a sequence of hexadecimal digits.	This is an auto-generated identifier that is unique to a <i>particular instance of a data transfer</i> from a local data producer. This is not the official permanent identifier for the street segment / line string that the local data provider assigns and maintains in the source dataset.
LastGeomEditDate	DateTime	Mandatory * If the data provider	Mandatory	Not Null Default/flag value = January 1, 1900	This date identifies when the last edits to a feature’s spatial geometry occurred, or the original creation date, if there have been no later

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		collects this information, it is mandatory to include.		If the creation date or last geometry edit date of a feature is not known by the data provider, the default value will be used, and this field can be populated with the default value, en masse, during the data transformation process.	edits. The “flag value” is intended to provide an easy mechanism for local data providers to be able to fulfill the mandatory nature of this element in the FGDC Framework roads schema if they do not maintain this information on their source data.
LastPropertyEditDate	DateTime	Mandatory * If the data provider collects this information, it is mandatory to include.	N/A	Not Null Default/flag value = January 1, 1900 If the local data provider does not maintain and track this information in their source data, this element can be populated with the default value, en masse, during the data transformation process.	This date identifies when the last edits to a feature’s database attributes occurred, or the original population date, if there have been no later edits. Although the FGDC Framework roads schema does not distinguish between edit dates for feature geometry vs database attributes, this will better enable the tracking of some types of changes over time.
IsAnchorSection	Boolean	Mandatory * If the data provider collects this information, it is mandatory to include.	Mandatory	Not Null Default Value = False If the local data provider does not maintain element, it can be populated with the default value, en masse, during the data transformation process.	Is the road segment an “anchor section” in the local dataset. An anchor section is a section of road between two known and recoverable locations. They determine the official length of a road segment and where the section starts and ends. Their function is to support the collection of data by

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					providing an "all distances measured on this piece of road shall add up to this length" checksum.																																						
Operational Status	Positive Integer	Mandatory * If the data provider collects this information, it is mandatory to include.	Mandatory	Not Null Default value = 17 Valid Domain Value List: <table border="1"> <thead> <tr> <th>OpStat us_ID</th> <th>OpStatus_Val</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Proposed</td> </tr> <tr> <td>2</td> <td>Planned</td> </tr> <tr> <td>3</td> <td>Under Construction</td> </tr> <tr> <td>4</td> <td>Open to Traffic</td> </tr> <tr> <td>5</td> <td>Temporary Detour</td> </tr> <tr> <td>6</td> <td>Vehicle Weight or Size Restrictions</td> </tr> <tr> <td>7</td> <td>Summer Traffic Only</td> </tr> <tr> <td>8</td> <td>Winter Traffic Only</td> </tr> <tr> <td>9</td> <td>Temporary Closure – Parade</td> </tr> </tbody> </table>	OpStat us_ID	OpStatus_Val	1	Proposed	2	Planned	3	Under Construction	4	Open to Traffic	5	Temporary Detour	6	Vehicle Weight or Size Restrictions	7	Summer Traffic Only	8	Winter Traffic Only	9	Temporary Closure – Parade	The "Operational Status" of the road segment, as defined in the local data provider's source dataset, at the time of the data transfer. If this information is not maintained by the local data provider, the default value can be applied, en masse, to all of the features in the dataset during the data transformation process. <table border="1"> <thead> <tr> <th>OpStat us_ID</th> <th>OpStatus_Val</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>Temporary Closure - Political Event</td> </tr> <tr> <td>11</td> <td>Temporary Closure - Natural Hazard</td> </tr> <tr> <td>12</td> <td>Temporary Closure - Hazard</td> </tr> <tr> <td>13</td> <td>Closed</td> </tr> <tr> <td>14</td> <td>Private</td> </tr> <tr> <td>15</td> <td>Restricted</td> </tr> <tr> <td>16</td> <td>Abandoned</td> </tr> <tr> <td>17</td> <td>Not Provided</td> </tr> </tbody> </table>	OpStat us_ID	OpStatus_Val	10	Temporary Closure - Political Event	11	Temporary Closure - Natural Hazard	12	Temporary Closure - Hazard	13	Closed	14	Private	15	Restricted	16	Abandoned	17	Not Provided
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16	Abandoned																																										
17	Not Provided																																										
Field Length	Double	Mandatory * If the data provider	Mandatory	Not Null Default Value = 0.0	Length of the road segment, as determined in the field. If the value of the "isAnchorSection" property = True, then this is the <i>official</i>																																						

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		collects this information, it is mandatory to include.		If the data provider does not maintain this information, the default value will be used, and can be auto-populated en masse during the data transformation process.	length of the segment in an LRS. This will often differ from the “SegLength”, especially in areas with hilly terrain. The calculated length is a 2 dimensional value and will not take elevation differences along the lengths of a road segment into account.												
FieldLength_UOM	Positive Integer	Mandatory * If the data provider collects this information, it is mandatory to include.	Mandatory	Not Null Default Value = 5 Valid Domain Value List: <table border="1"> <thead> <tr> <th>FLUOM_ID</th> <th>FLen_UOM</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>US Survey Feet</td> </tr> <tr> <td>2</td> <td>Miles</td> </tr> <tr> <td>3</td> <td>Meters</td> </tr> <tr> <td>4</td> <td>Kilometers</td> </tr> <tr> <td>5</td> <td>Unspecified</td> </tr> </tbody> </table>	FLUOM_ID	FLen_UOM	1	US Survey Feet	2	Miles	3	Meters	4	Kilometers	5	Unspecified	This indicates the units of measure that are associated with the numeric value of the “FieldLength” property. If the value of “FieldLength” = 0.0, The value of this attribute must be set to the default value of 5. If the data provider does not maintain “FieldLength” the default value for this property can also be auto-populated en masse during the data transformation process.
FLUOM_ID	FLen_UOM																
1	US Survey Feet																
2	Miles																
3	Meters																
4	Kilometers																
5	Unspecified																
SegLength	Double	Mandatory *	Mandatory	Not Null Length is auto-populated from the GIS layer itself.	This is the length of the road segment, as it exists in the GIS dataset. This is a 2D length.												
SegLength_UOM	Positive Integer	Mandatory * If the data provider collects this information,	Mandatory	Not Null Default Value = the native units of the source dataset, as defined by its Coordinate System. This	This indicates the units of measure that are associated with the numeric value of the “SegLength” property. Although none of the local centerline data providers in NC are known to												

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		it is mandatory to include.		<p>will be auto-populated during the data transformation process.</p> <p>Valid Domain Value List:</p> <table border="1"> <thead> <tr> <th>SLUOM_ID</th> <th>SLen_UOM</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>US Survey Feet</td> </tr> <tr> <td>2</td> <td>Miles</td> </tr> <tr> <td>3</td> <td>Meters</td> </tr> <tr> <td>4</td> <td>Kilometers</td> </tr> <tr> <td>5</td> <td>Decimal Degrees</td> </tr> </tbody> </table>	SLUOM_ID	SLen_UOM	1	US Survey Feet	2	Miles	3	Meters	4	Kilometers	5	Decimal Degrees	store their source data this way, data defined in a geographic coordinate system is displayed as if a decimal degree is a linear unit of measure. This does not provide uniform values across the surface of the globe, and therefore is not an appropriate CRS to be used with street centerline data if accurate road segment lengths are required.
SLUOM_ID	SLen_UOM																
1	US Survey Feet																
2	Miles																
3	Meters																
4	Kilometers																
5	Decimal Degrees																
StartPointX	Double	Mandatory *	Mandatory	<p>Not Null</p> <p>This value is auto-populated and is simply the value of the X coordinate of the segment's start point as it exists in the source data file.</p>	This field is intended to provide an easy mechanism for local data providers to be able to transform their data to a GML simple features format that very closely meets the FGDC Framework Roads schema, which contains 2 mandatory complex GML point objects representing the start and end points of the road segment.												
StartPointY	Double	Mandatory *	Mandatory	<p>Not Null</p> <p>Default = auto-populated</p>	Same purpose as StartPointX												
EndPointX	Double	Mandatory *	Mandatory	<p>Not Null</p> <p>Default = auto-populated</p>	Same purpose as StartPointX												
EndPointY	Double	Mandatory *	Mandatory	<p>Not Null</p> <p>Default = auto-populated</p>	Same purpose as StartPointX												

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This marks the start of the 42 data elements that are specific to the **Proposed DRAFT 2009 NC Community Street Centerline Data Exchange Standard**, as defined by the NC Working Group for Roads and Transportation and recommended for approval by the NC Geographic Information Coordinating Council and its SMAC, SGUC, LGC, and FIC subcommittees.

Note: This is intended *only* as a common data *exchange* schema, and local street centerline data providers are *not* required to begin maintaining all of these elements in their source centerline datasets. The fields in the data dictionary below that have been identified as *mandatory* or *conditional* have been classified that way because they are the elements that have been identified as necessary to either fully or substantially support the following:

- Ability to identify the original data producer, at the feature level, once a local street centerline dataset has been aggregated with datasets from other local producers into a composite product.
- Ability to provide appropriate road name and highway number labeling capabilities on maps.
- Ability to support address geocoding and reverse geocoding operations.
- Ability to support network routing/tracing and service area analysis operations.
- Ability to identify, at the feature level, the “public” data sharing conditions the data steward attaches to their street centerlines – once data from many local producers has been aggregated into a composite.
- Accomplish the first step in the larger process of aggregating local centerline data and integrating it with State Route centerline data from NCDOT; and then making the composite product into a statewide linear referencing system (LRS) that local data providers can also begin to attach their event based information to (pavement condition, speed limit, et.)

Element Name	Data Type	NC WGRT Element Obligation	FGDC Equivalent Obligation	Default Values, Domain Values or Business Rules	Element Description
SegID	Long Integer	Mandatory	Optional -as an “extended	Not <NULL>	This is the permanent, unique ID assigned to each street segment

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			attribute” property	Must be > 0	feature in the local dataset, as defined by the Data Authority.
StreetID	Long Integer	Conditional – required only if the data provider maintains this information	Optional -as an “extended attribute” Property	Can be <NULL> only if the data provider does not maintain this information. Otherwise, must be > 0	This is the permanent, unique ID assigned to each street feature (composed of one or more segments) in the local dataset, as defined by the Data Authority. Conditional means that this data element is only required to be populated in the exchange dataset if the local data provider maintains unique Street Identifiers in addition to the unique Segment Identifiers.
RouteID	Long Integer	Conditional – required only if the data provider maintains this information	Optional -as an “extended attribute” Property	Can be <NULL> only if the data provider does not maintain this information. Otherwise, must be > 0	This is the permanent, unique ID assigned to each route feature (composed of one or more streets) in the local dataset, as defined by the Data Authority. Conditional means that this data element is only required to be populated in the exchange dataset if the local data provider maintains unique Route Identifiers in addition to the unique Street Identifiers.
IsOneWay	Boolean	Conditional – required only if the data provider	Optional -as an “extended attribute” Property	Can be <NULL> <i>only</i> if provider <i>does not</i> maintain one-way flow information.	This indicates whether the directional flow of traffic on the road segment is one-way.

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		maintains this information		If the data provider <i>does</i> maintain one-way traffic flow information, <i>must</i> be either True or False.	This information is intended to be used with routing applications.										
OneWayDir	Positive Integer	Conditional – required only if the data provider maintains this information	Optional -as an "extended attribute" Property	<p>Can be <NULL> only if the data provider does not maintain one-way road segment information.</p> <p>Valid Domain Values:</p> <table border="1"> <thead> <tr> <th>OwDir_ID</th> <th>OwDir_Val</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>From-To</td> </tr> <tr> <td>2</td> <td>To-From</td> </tr> <tr> <td>3</td> <td>Two-Way</td> </tr> <tr> <td>4</td> <td>Exclude</td> </tr> </tbody> </table> <p>If the value of "IsOneWay" = True, the value of this field may be either "From-To" or "To-From, or "Exclude"</p> <p>If the value of "IsOneWay" = False, the value of this field may be either "Two-Way" or "Exclude".</p>	OwDir_ID	OwDir_Val	1	From-To	2	To-From	3	Two-Way	4	Exclude	<p>This is intended to be used with network routing applications. It indicates the direction of traffic flow along the road segment.</p> <p>The start and end points of the segment reflect which terminus of the segment was digitized first when the feature was initially created.</p> <p>The value "From-To" means the direction of the one-way traffic flow is FROM the start point of the segment TO the end point of the segment.</p> <p>The value "To-From" means the direction of the one-way traffic flow is FROM the end point of the segment TO the start point of the segment.</p> <p>The value "Two-Way" indicates bi-directional traffic on the segment.</p> <p>The value "Exclude" means that a segment should not be used in a routing application (such as e911), regardless of its direction of travel.</p>
OwDir_ID	OwDir_Val														
1	From-To														
2	To-From														
3	Two-Way														
4	Exclude														

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IsSplitGradeSeparated	Boolean	Mandatory * It is intended that this element be populated, en masse, during the data transformation process	Optional -as an “extended attribute” Property	Not <NULL> Default = False	This is intended to be used with network routing applications. It indicates whether a local data provider employs the best practice of splitting all street centerlines at overpasses and other multi-level interchanges so that a grade separation/elevation indicator can be applied to the end of each segment. A few NC counties do not split their centerlines at locations where there are multiple levels of roadway.
ToGradeLevel	Integer	Conditional – Non-Null values required only if provider splits CLs at grade separation. If the data provider does not maintain this info, this property can be auto-populated	Optional -as an “extended attribute” Property	Can be <NULL> only if the value of the element IsSplitGradeSeparated = False Default = 0 If a segment’s start point is “at grade”, meaning the segment represents a non-elevated stretch of roadway, it is considered to be at elevation level (0). If the start point of a segment is below grade in a sunken underpass or tunnel situation, it would be at elevation level (-1).	This is intended to be used with network routing applications. If street centerlines are split at all overpasses and other multi-level interchanges, this value indicates the level of grade separation or elevation that exists at the start point of the road segment. There can be multiple levels of elevation above grade level (0) in complicated highway interchanges (levels 1,2, 3, etc.) If data provider splits centerlines, but does encode the elevation level, the default value of 0 will be used.
FromGradeLevel	Integer	Conditional –	Optional -as an “extended	Can be <NULL> only if the value of the element	This is intended to be used with network routing applications.

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		Non-Null values required only if provider splits CLs at grade separation. If the data provider does not maintain this info, this property can be auto-populated with the default value.	attribute" Property	<p>IsSplitGradeSeparated = False</p> <p>Default = 0</p> <p>If a segment's end point is "at grade", meaning the segment represents a non-elevated stretch of roadway, it is considered to be at elevation level (0). If the end point of a segment is below grade in a sunken underpass or tunnel situation, it would be at elevation level (-1).</p>	<p>If street centerlines are split at all overpasses and other multi-level interchanges, this value indicates the level of grade separation or elevation that exists at the end point of the road segment. There can be multiple levels of elevation above grade level (0) in complicated highway interchanges (levels 1,2, 3, etc.)</p> <p>If data provider splits centerlines, but does encode the elevation level, the default value of 0 will be used.</p>																																						
ServiceClasses	Positive Integer	Mandatory * If the data provider does not maintain this info, it is intended that this element be populated, en masse, with the default value during the data transformation process	Optional -as an "extended attribute" Property	<p>Not <NULL></p> <p>Default = 99</p> <p>Valid Domain Values:</p> <table border="1"> <thead> <tr> <th>ServiceClass_ID</th> <th>ServiceClass_value</th> </tr> </thead> <tbody> <tr><td>1</td><td>Interstate</td></tr> <tr><td>2</td><td>US Hwy</td></tr> <tr><td>3</td><td>NC Hwy</td></tr> <tr><td>4</td><td>Secondary Hwy</td></tr> <tr><td>5</td><td>County Rd</td></tr> <tr><td>6</td><td>Local Rd</td></tr> <tr><td>7</td><td>Tribal Rd</td></tr> <tr><td>8</td><td>Ramp</td></tr> </tbody> </table>	ServiceClass_ID	ServiceClass_value	1	Interstate	2	US Hwy	3	NC Hwy	4	Secondary Hwy	5	County Rd	6	Local Rd	7	Tribal Rd	8	Ramp	<p>The class or system of a road, according to the character of service it are intended to provide.</p> <table border="1"> <thead> <tr> <th>ServiceClass_ID</th> <th>ServiceClass_value</th> </tr> </thead> <tbody> <tr><td>9</td><td>Service Rd</td></tr> <tr><td>10</td><td>4WD Trail</td></tr> <tr><td>11</td><td>Logging / Fire Rd</td></tr> <tr><td>12</td><td>Driveway</td></tr> <tr><td>13</td><td>Park Rd</td></tr> <tr><td>14</td><td>Military Rd</td></tr> <tr><td>15</td><td>Private Rd</td></tr> <tr><td>16</td><td>Other</td></tr> <tr><td>99</td><td>Unclassified</td></tr> </tbody> </table>	ServiceClass_ID	ServiceClass_value	9	Service Rd	10	4WD Trail	11	Logging / Fire Rd	12	Driveway	13	Park Rd	14	Military Rd	15	Private Rd	16	Other	99	Unclassified
ServiceClass_ID	ServiceClass_value																																										
1	Interstate																																										
2	US Hwy																																										
3	NC Hwy																																										
4	Secondary Hwy																																										
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6	Local Rd																																										
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HighOrderRouteNumber	Positive Integer	Conditional – required only if the data provider maintains route numbers on the Primary Highway Routes in their linework and the road segment is part of a Primary Highway Route	Optional -as an “extended attribute” Property	Must be <NULL> if route numbers are not maintained. Must be <NULL> if route numbers are maintained, but this segment is <i>not</i> part of a Primary Highway Route. Otherwise, must be a positive integer reflecting the most important route number running on that segment. ex. If both I-85 and I-40 run on the same segment, 85 would be the correct value for this element.	This is to support map labeling. If route numbers are maintained AND a road segment is part of a Primary Highway Route (Interstate, US, or NC) this element will be populated with (only) the numeric portion of the Highway Route Number. In situations where multiple Primary Highway Routes run coincident on the same road segment, the number of the route with the most important status (Interstate, then US, then NC) will be used. If multiple Primary Highway routes of equal importance levels run on the same segment, the largest of those route numbers will be used.
StateRoute Number	Positive Integer	Conditional – required only if the provider maintains SR numbers in their linework and the segment is on a Secondary Route	Optional -as an “extended attribute” Property	Must be <NULL> if SR numbers are not maintained. Must be <NULL> if SR numbers are maintained, but this segment is <i>not</i> part of a State Secondary Highway Route. Otherwise, the value must be a number >= 1,000 and <= 50,000	This is to support map labeling. If a road segment is part of a State Secondary Highway Route, this is the (typically) 4-digit SR number assigned by the NC DOT. These SR numbers are unique only within a county. There will quite often be a State Secondary Highway Route with the same 4-digit number in a different county.

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RouteClass Modifier	Positive Integer	Conditional – required only if the provider maintains this kind of information on their linework and the segment is on a Primary Highway Route	Optional -as an "extended attribute" Property	<p>Must be <NULL> if this information is not maintained.</p> <p>Must be <NULL> if this info is maintained, but this segment is <i>not</i> part of a Primary Highway Route.</p> <p>If a segment is on a Primary Highway Route and the data provider maintains this information, this is the valid domain of values:</p> <table border="1" data-bbox="1014 768 1377 1419"> <thead> <tr> <th>RteMod_ID</th> <th>RteMod_Value</th> </tr> </thead> <tbody> <tr><td>1</td><td>Alternate Route</td></tr> <tr><td>2</td><td>Business Route</td></tr> <tr><td>3</td><td>Bypass Route</td></tr> <tr><td>4</td><td>Emergency Route</td></tr> <tr><td>5</td><td>Evacuation Route</td></tr> <tr><td>6</td><td>Temporary Detour Route</td></tr> <tr><td>7</td><td>Connector Route</td></tr> <tr><td>8</td><td>Spur Route</td></tr> <tr><td>9</td><td>Loop Route</td></tr> <tr><td>10</td><td>Toll Route</td></tr> </tbody> </table>	RteMod_ID	RteMod_Value	1	Alternate Route	2	Business Route	3	Bypass Route	4	Emergency Route	5	Evacuation Route	6	Temporary Detour Route	7	Connector Route	8	Spur Route	9	Loop Route	10	Toll Route	<p>This element is intended to support proper automatic labeling of Primary Highway Routes that have a modifier such as Alternate or Business as part of their official designation.</p> <p>This element is from the "GIS for the Nation" data model.</p> <p>Note: If multiple Primary Highway Routes run concurrently on the same road segment, the Route Class Modifier assigned to the segment <i>must</i> be the modifier correctly associated with the DominantHighwayNumber.</p> <p>For example:</p> <p>If a road segment has both US 70 Bypass and NC 50 Alternate running coincidentally on it, the correct RouteClassModifier value would be 3 rather than 1, because the US Route is dominant over the NC Route.</p> <p>If a segment has US 19E and US 64 coincident on it, the correct value would be 99 (or None) rather than 14 (E) because 64 is a higher route number than 19.</p> <p>*Note: We may need to rearrange these code values to align with whatever is currently used in the</p>
RteMod_ID	RteMod_Value																										
1	Alternate Route																										
2	Business Route																										
3	Bypass Route																										
4	Emergency Route																										
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10	Toll Route																										

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				<table border="1"> <tr><td>11</td><td>Scenic Route</td></tr> <tr><td>12</td><td>Truck Route</td></tr> <tr><td>13</td><td>Bus Route</td></tr> <tr><td>14</td><td>East or E</td></tr> <tr><td>15</td><td>West or W</td></tr> <tr><td>16</td><td>North or N</td></tr> <tr><td>17</td><td>South or S</td></tr> <tr><td>18</td><td>Old</td></tr> <tr><td>99</td><td>None</td></tr> </table>	11	Scenic Route	12	Truck Route	13	Bus Route	14	East or E	15	West or W	16	North or N	17	South or S	18	Old	99	None	DOT universe file.
11	Scenic Route																						
12	Truck Route																						
13	Bus Route																						
14	East or E																						
15	West or W																						
16	North or N																						
17	South or S																						
18	Old																						
99	None																						
MapTextRouteName	Character String (10)	<p>Conditional</p> <p>– required only if the provider maintains route number information on their linework and the segment is on a Primary or Secondary Highway Route</p> <p>Business Rules for this are rather complex.</p>	Optional -as an "extended attribute" Property	<p>If the segment is not part of a Primary or Secondary Highway Route (ServiceClass 1-4) –OR– this information is not maintained, the value must be <NULL></p> <p>If it is an Interstate Route, the first text part = "I - "</p> <p>If it a US Route, the first text part is "US - "</p> <p>If it an NC Route, the first text part is "NC - "</p> <p>If it a Secondary Route, the first text part is "SR "</p> <p>If it is a Primary Route the second text part is the</p>	<p>This is to support route labeling</p> <p>This is a concatenation of several text strings, which are determined based on the values of other elements. (ServiceClass, Route ClassModifier, Dominant HighwayNumber, and StateRouteNumber).</p> <hr/> <p>If it is a Primary Route and RouteClassModifier = 3, the third part = " Byp".</p> <p>If it is a Primary Route and RouteClassModifier = 14, the third text part = " E".</p> <p>If it is a Primary Route and RouteClassModifier = 15, the third text part = " W".</p>																		

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				<p>DominantHighwayNumber</p> <p>If it is an SR Route, the second text part is the "StateRouteNumber"</p> <p>If it is a Primary Route and RouteClassModifier = 1, the third part = " A".</p> <p>If it is a Primary Route and RouteClassModifier = 2, the third part = " Bus".</p>	<p>If it is a Primary Route and RouteClassModifier = 16, the third text part = " N".</p> <p>If it is a Primary Route and RouteClassModifier = 17, the third text part = " S".</p> <p>If it is a Primary Route --and-- if RouteClassModifier in (4-13,18,99) there is no third text part.</p> <p>If it is an SR Route, there is no third text part.</p>
MapTextRoadName	Character String (75)	<p>Mandatory *</p> <p>It is intended that this element be populated, en masse, during the data transformation process.</p>	Optional -as an "extended attribute" Property	<p>Not <NULL></p> <p>The value will be a concatenated string using this formula:</p> <p>Proper(Trim(RoadPrefix & " " & RoadNameBody & " " & RoadType & " " & RoadPostDirectionSuffix))</p> <p>*Note: even if the RoadNameBody was empty in the source dataset, the data transformation process will substitute the default "Unnamed Rd" into the RoadNameBody</p>	<p>This is intended to support Road Name labeling on maps. This string should be formatted in mixed-case.</p> <p>It is a concatenation of the various street name parts, separated by spaces and is auto-populated.</p> <p>The use of the Trim() function serves to eliminate any leading or trailing spaces if RoadPrefix or RoadPostDirectionalSuffix have null values.</p> <p>Proper() or its equivalent, depending on what scripting language is used in the data transformation tool, provides mixed case format w/ the first letter of each word capitalized</p>

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				element, so this element will never be <NULL>	and the rest lower case.
RoadPrefix	Character String (2)	Optional	Optional -as an “extended attribute” Property	<NULL> is allowed. Valid domain values are: "N", "E", "S", "W", "NE", "SE" "SW", "NW"	This element is a ‘road name part’ and supports labeling, geocoding and routing. It is a primary descriptor for geographic direction that may appear at the beginning of a road name.
RoadPrefix Alias	Character String (2)	Optional	Optional -as an “extended attribute” Property	<NULL> is allowed. Valid domain values are: "N", "E", "S", "W", "NE", "SE" "SW", "NW"	This element is a ‘road name part’ and supports labeling, geocoding and routing. It is a secondary, or alias, descriptor for geographic direction that may appear at the beginning of the road name.
RoadName Body	Character String (50)	Mandatory *	Optional -as an “extended attribute” Property	Not <NULL> If there is no officially designated name, the default value = "Unnamed" and will be auto-populated.	This element is a ‘road name part’ and supports labeling, geocoding and routing. This is the officially designated road name, as determined by the data provider authority.
RoadName BodyAlias	Character String (50)	Optional	Optional -as an “extended attribute”	<NULL> is allowed.	This element is a ‘road name part’ and supports labeling, geocoding and routing.

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			Property		This is a commonly used road name that is not the officially designated name - an alias road name.
RoadType	Character String (4)	Mandatory *	Optional -as an "extended attribute" Property	Not <NULL> Valid Domain Values are only those in the standard NENA list. If RoadNameBody is not populated, or this field is not populated, the default value = " Rd" and will be auto-populated.	This element is a 'road name part' and supports labeling, geocoding and routing. This is the officially designated road type, as determined by the data provider authority.
RoadTypeAlias	Character String (4)	Optional	Optional -as an "extended attribute" Property	<NULL> is allowed. Valid domain values are only those in the list used by National Emergency Number Assoc. (NENA)	This element is a 'road name part' and supports labeling, geocoding and routing. This is a secondary, or alias, street type designation.
RoadPostDirectionSuffix	Character String (2)	Optional	Optional -as an "extended attribute" Property	<NULL> is allowed. Valid domain values are: "N", "E", "S", "W", "NE", "SE" "SW", "NW"	This element is a 'road name part' and supports labeling, geocoding and routing. A primary descriptor for geographic direction that appears at the end of the road name.

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RoadPostDirectionSuffixAlias	Character String (2)	Optional	Optional -as an “extended attribute” Property	<NULL> is allowed. Valid domain values are: "N", "E", "S", "W", "NE", "SE", "SW", "NW"	This element is a ‘road name part’ and supports labeling, geocoding and routing. A secondary, or alias, descriptor for geographic direction that appears at the end of the road name.
LeftLowAddress	Integer (8)	Conditional - Required if the data provider maintains this information	Optional -as an “extended attribute” Property	<NULL> is allowed Otherwise, must be > 0	This element supports geocoding This is the lowest house number on the left side of the street when facing in the direction of ascending house numbers.
LeftHighAddress	Integer (8)	Conditional - Required if the data provider maintains this information	Optional -as an “extended attribute” Property	<NULL> is allowed Otherwise, must be > 0	This element supports geocoding This is the highest house number on the left side of the street when facing in the direction of ascending house numbers.
RightLowAddress	Integer (8)	Conditional - Required if the data provider maintains this information	Optional -as an “extended attribute” Property	<NULL> is allowed Otherwise, must be > 0	This element supports geocoding This is the lowest house number on the right side of the street when facing in the direction of ascending house numbers.
RightHighAddress	Integer (8)	Conditional - Required if	Optional -as an “extended	<NULL> is allowed	This element supports geocoding

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		the data provider maintains this information	attribute” Property	Otherwise, must be > 0	This is the lowest house number on the right side of the street when facing in the direction of ascending house numbers
LeftZip	Integer (5)	Conditional - Required if the data provider maintains this information	Optional -as an “extended attribute” Property	<NULL> is allowed Otherwise, must be > 0 and a valid NC Zip Code number, as determined by the USPS.	This element supports geocoding The five-digit zip code on the left side of the street when facing in the direction of ascending house numbers. Note: there are no public domain (that are current and accurate) zip code boundary files that can be distributed with the data transformation tool to automatically populate this field. The local data stewarda will need to provide this information.
RightZip	Integer (5)	Conditional - Required if the data provider maintains this information	Optional -as an “extended attribute” Property	<NULL> is allowed Otherwise, must be > 0 and a valid NC Zip Code number, as determined by the USPS.	This element supports geocoding The five-digit zip code on the right side of the street when facing in the direction of ascending house numbers.
LeftZipPlus 4	Integer (4)	Conditional - Required if	Optional -as an “extended	<NULL> is allowed	This element supports geocoding

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		the data provider maintains this information	attribute" Property	Otherwise, must be > 0 and a valid NC Zip+4 code, as determined by the USPS.	The additional four digits of the zip code on the left side of the street when facing in the direction of ascending house numbers.
RightZipPluses4	Integer (4)	Conditional - Required if the data provider maintains this information	Optional -as an "extended attribute" Property	<NULL> is allowed Otherwise, must be > 0 and a valid NC Zip+4 code, as determined by the USPS.	This element supports geocoding The additional four digits of the zip code on the right side of the street when facing in the direction of ascending house numbers.
MapTextRouteName	Character String (10)	Conditional – required only if the provider maintains route number information on their linework and the segment is on a Primary or Secondary Highway Route Business Rules for this are rather	Optional -as an "extended attribute" Property	If the segment is not part of a Primary or Secondary Highway Route (ServiceClass 1-4) –OR– this information is not maintained, the value must be <NULL> If it is an Interstate Route, the first text part = "I - " If it a US Route, the first text part is "US - " If it an NC Route, the first text part is "NC - " If it a Secondary Route, the first text part is "SR "	This is to support route labeling This is a concatenation of several text strings, which are determined based on the values of other elements. (ServiceClass, Route ClassModifier, Dominant HighwayNumber, and StateRouteNumber). <hr/> If it is a Primary Route and RouteClassModifier = 3, the third part = " Byp". If it is a Primary Route and RouteClassModifier = 14, the third text part = " E". If it is a Primary Route and

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		complex.		<p>If it is a Primary Route the second text part is the DominantHighwayNumber</p> <p>If it is an SR Route, the second text part is the "StateRouteNumber"</p> <p>If it is a Primary Route and RouteClassModifier = 1, the third part = " A".</p> <p>If it is a Primary Route and RouteClassModifier = 2, the third part = " Bus".</p>	<p>RouteClassModifier = 15, the third text part = " W".</p> <p>If it is a Primary Route and RouteClassModifier = 16, the third text part = " N".</p> <p>If it is a Primary Route and RouteClassModifier = 17, the third text part = " S".</p> <p>If it is a Primary Route --and-- if RouteClassModifier in (4-13,18,99) there is no third text part.</p> <p>If it is an SR Route, there is no third text part.</p>
MapTextRoadName	Character String (75)	<p>Mandatory *</p> <p>It is intended that this element be populated, en masse, during the data transformation process.</p>	Optional -as an "extended attribute" Property	<p>Not <NULL></p> <p>The value will be a concatenated string using this formula:</p> <p>Proper(Trim(RoadPrefix & " " & RoadNameBody & " " & RoadType & " " & RoadPostDirectionSuffix))</p> <p>*Note: even if the RoadNameBody was empty in the source dataset, the data transformation process will substitute the</p>	<p>This is intended to support Road Name labeling on maps. This string should be formatted in mixed-case.</p> <p>It is a concatenation of the various street name parts, separated by spaces and is auto-populated.</p> <p>The use of the Trim() function serves to eliminate any leading or trailing spaces if RoadPrefix or RoadPostDirectionalSuffix have null values.</p> <p>Proper() or its equivalent, depending on what scripting language is used in the data transformation tool,</p>

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				default "Unnamed Rd" into the RoadNameBody element, so this element will never be <NULL>	provides mixed case format w/ the first letter of each word capitalized and the rest lower case.
InPriorityUrbanArea	Boolean	Mandatory * It is intended that this element will be populated, en masse, at the time of data transformation, using the 2000 Census Urbanized Area Boundaries for NC	Optional -as an "extended attribute" Property	No <NULLS> Note: Urbanized Area Boundaries for NC, will need to be distributed with the data transformation tool in order to auto-populate this element. This function will need the ability for the data provider to supply 2010 Census Urbanized Area Boundaries, when they become available.	This element supports the efforts of the USGS & the US Census Bureau to prioritize integrating local data in important urbanized areas into a National Map Transportation layer product. This indicates if the road segment is within one of the USGS's "Urban Priority Areas", as defined by "area3" or "cluster4" as delineated by the 2000 Census. Road Segments crossing a boundary would be classified as In or Out according to which side claimed the greatest length of roadway.
CFCC_Code	Character String (3)	Mandatory * This will be auto-populated if the data provider does not know or maintain this type of information.	Optional -as an "extended attribute" Property	Not <NULL> Default = "X00", or " Not yet classified" Valid Domain Values: Must be a valid Census CFCC Code. If anything other than "X00" is used, the first character must be "A", as this is the prefix for all types of road features.	This element supports the efforts of the USGS & the US Census to more easily integrate local data into the Tiger product. It is the Census Bureau's Census Feature Class Code (CFCC), as used with TIGER data to provide information on the classification of a feature. It is recognized that most local data providers will not maintain this information, but is anticipated that

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				Refer to this official code list: www.census.gov/geo/www/tiger/appendxe.asc	as local data is integrated with DOT centerlines at the State level, this element can become more accurately populated.																
RouteCostSpeed	Integer(2) * this assumes that no speed > 99 mph can be used.	Mandatory * This will be auto-populated if the data provider does not know or maintain this information.	Optional -as an "extended attribute" Property	Can be <NULL> Default Value = <NULL> If not <NULL> must be >= 0	This element supports network routing functions. This is <i>not</i> the posted speed limit - it is the " <i>approximate travel speed</i> " that is assigned to a road segment - specifically to help calculate the overall "Route Cost" (partially dependent on time) in network routing operations.																
RoadMaintenance Authority	Integer (1)	Mandatory * This can be auto-populated if the data provider does maintain this information as an attribute in their centerline data.	Optional -as an "extended attribute" Property	Not <NULL> Valid Domain Values: <table border="1" data-bbox="1014 930 1383 1232"> <thead> <tr> <th>MaintAuthority_ID</th> <th>MaintAuthority_Val</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>State</td> </tr> <tr> <td>2</td> <td>Municipal</td> </tr> <tr> <td>3</td> <td>County</td> </tr> <tr> <td>4</td> <td>Private</td> </tr> <tr> <td>5</td> <td>Federal</td> </tr> <tr> <td>6</td> <td>Tribal</td> </tr> <tr> <td>7</td> <td>Other</td> </tr> </tbody> </table>	MaintAuthority_ID	MaintAuthority_Val	1	State	2	Municipal	3	County	4	Private	5	Federal	6	Tribal	7	Other	This indicates what Type of Entity actually maintains the physical roadway, rather than the GIS data, as it may sometimes differ from the Entity that maintains the street centerline GIS dataset.
MaintAuthority_ID	MaintAuthority_Val																				
1	State																				
2	Municipal																				
3	County																				
4	Private																				
5	Federal																				
6	Tribal																				
7	Other																				
DataMaintenance Authority	Character String (50)	Mandatory * This can be	Optional -as an "extended attribute"	Not <NULL>	This is the full text name of the Entity that creates & maintains the source data.																

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		auto-populated en masse.	Property		This element supports the ability to determine, at the feature level, who the provider is, when data from many local providers is aggregated into a regional or statewide dataset.								
IsCollected WithGPS	Boolean	Mandatory * This can be auto-populated data provider does maintain this information	Optional -as an “extended attribute” Property	Not <NULL> Default = False	Indicates whether a street centerline has been collected in the field by driving the road and collecting the vehicle position with GPS.								
GPSMethod	Integer (1)	Conditional – Required if the value of “IsCollectedWithGPS” = True	Optional -as an “extended attribute” Property	Must be <NULL> if “IsCollectedWithGPS” = False Otherwise, Valid Domain = <table border="1" data-bbox="1014 963 1383 1421"> <thead> <tr> <th>GPSMethod_ID</th> <th>GPSMethod_Value</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td>Uncorrected Recreational / Navigational Grade (WAAS only)</td> </tr> <tr> <td align="center">2</td> <td>Corrected Recreational / Navigational Grade</td> </tr> <tr> <td align="center">3</td> <td>Uncorrected Mapping Grade (WAAS</td> </tr> </tbody> </table>	GPSMethod_ID	GPSMethod_Value	1	Uncorrected Recreational / Navigational Grade (WAAS only)	2	Corrected Recreational / Navigational Grade	3	Uncorrected Mapping Grade (WAAS	<p>This element is intended to give the user an indication of the level of accuracy of centerline data collected using GPS Technology.</p> <p>Common Recreational / Navigational Grade GPS Receivers include Garmin and Magellan. Only a few receivers of this class support the ability to differentially correct the GPS data, and accuracy varies widely, but is in the 10-30 m range. Many receivers in this class do have the ability to apply a less accurate method of correction using WAAS signals from the FAA system.</p> <p>Mapping Grade GPS receivers include professional models such as those from Trimble, Geneq, Thales</p>
GPSMethod_ID	GPSMethod_Value												
1	Uncorrected Recreational / Navigational Grade (WAAS only)												
2	Corrected Recreational / Navigational Grade												
3	Uncorrected Mapping Grade (WAAS												

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				only)		that can get accuracies (corrected) of less than 5m. Higher end models can accomplish sub-foot. Survey Grade provides sub-centimeter accuracy and the data is always corrected. Not very likely to be used to collect centerlines.
				4	Corrected Mapping Grade	
				5	Survey Grade	
				6	Unknown	
NativeData Format	Character String (30)	Mandatory Every data provider <i>will</i> know this information. This element is intended to be populated en masse during the data transformation process	Optional -as an “extended attribute” Property	Not <NULL> Common spatial data format examples include: ESRI Shapefile, ESRI Coverage, ESRI File Geodatabase, ESRI Personal Geodatabase, ESRI Enterprise Geodatabase, AutoCad DWG or DXF, MapInfo MIF or TAB, Microstation DGN, Caliper CDF, Sungard/USI GeoBlocks		This element indicates the GIS or CAD data format that the source centerlines are maintained in by the data provider. Note: This <i>may</i> not be the same format input to the data transformation process. For proprietary formats that have no open translators, the source data may need to be converted to an intermediate format for which open translators do exist. And example of this is converting an ESRI File Geodatabase to an ESRI Shapefile format. This information provides some indication of the potential loss of un-translatable properties that may be present in the native data source.
NativeCRS	Integer (6)	Mandatory * This element	Optional -as an “extended attribute”	Not <NULL> Must be a valid EPSG code,		This is the native Coordinate Reference System (CRS) the source data is maintained in, represented

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		is intended to be populated en masse during the data transformation process	Property	and valid for NC data. ex: NC State Plane, NAD83 Meters = 32119 NC State Plane, NAD83 US Survey Feet = 2264	with its EPSG code The complete list of valid EPSG codes may be found at: www.spatialreference.org										
MinimumAccuracy	Integer (1) If the data provider does not maintain this info at the feature level, this element is intended to be populated en masse during the data transformation process	Mandatory * If the data provider does not maintain this info at the feature level, especially in datasets where features may have sources, data provider should test their data w/ the NSSDA methodology to determine its general accuracy.	Optional -as an “extended attribute” Property	Not <NULL> Valid Domain Values: <table border="1" data-bbox="1016 672 1383 870"> <thead> <tr> <th>MinAcc_ID</th> <th>MinAcc_Val</th> </tr> </thead> <tbody> <tr> <td>1</td> <td><= 4.68 m</td> </tr> <tr> <td>2</td> <td>4.69 m – 13.90 m</td> </tr> <tr> <td>3</td> <td>> 13.90 m</td> </tr> <tr> <td>4</td> <td>Unknown</td> </tr> </tbody> </table> Note: FGDC desires centerlines in the Priority Urban Areas that meet or exceed the 4.68 m horizontal accuracy level. All other centerlines should meet or exceed the 13.90 m horizontal accuracy level. The use of “Unknown” is strongly discouraged.	MinAcc_ID	MinAcc_Val	1	<= 4.68 m	2	4.69 m – 13.90 m	3	> 13.90 m	4	Unknown	This is positional horizontal accuracy of the source centerline data, in units of <i>meters</i> . This element supports the efforts of the USGS & FGDC to prioritize the integration of local and state centerline data into a National Map Transportation layer product. For horizontal accuracies (95% confidence level), per USGS National Map Accuracy Standards: 4.68 m is commensurate with 1:4,800-scale mapping. 13.90 m is commensurate with 1:24,000-scale mapping. For NSSDA test methodology information, refer to: http://www.fgdc.gov/standards/projects/FGDC-standards-projects/accuracy/part3/index.html
MinAcc_ID	MinAcc_Val														
1	<= 4.68 m														
2	4.69 m – 13.90 m														
3	> 13.90 m														
4	Unknown														

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<p>MinCurrencyMonths</p>	<p>Integer (3)</p>	<p>Mandatory * If the data provider does not maintain a currency date at the feature level, then this element is intended to be populated en masse with a best estimate during the data transformation process</p>	<p>Optional -as an “extended attribute” Property</p>	<p>Not <NULL> Must be > 0 Units of measure for this element are “<i>number of months</i>” as a whole number. Data Providers <i>should</i> know how current their data is, so the option of an “Unknown” value is not warranted. The data provider is to enter their best estimate of the general currency level of their dataset, as a whole.</p>	<p>This element supports the efforts of the USGS & FGDC to prioritize the integration of local and state centerline data into a National Map Transportation layer product. The FGDC prefers currency to be within the last 2 years, or better. Estimated currency of the data at the date of service initiation; that is, the data served reflects the ground condition sometime during the two years prior to the sharing of the data to State or Federal integrators/aggregators. This element is included in the “GIS for the Nation” data model, which FGDC considers a “best practice”.</p>
<p>DistributionPolicy</p>	<p>Integer (1)</p>	<p>Mandatory * This element is intended to be populated en masse during the data transformation process. Local Data Providers <i>should</i> know</p>	<p>Optional -as an “extended attribute” property</p>	<p>Not <NULL> Valid Domain Values:</p>	<p>This element supports the efforts of the USGS & FGDC to more easily manage the integration of local and state centerline data into a National Map Transportation layer product. This element is included in the “GIS for the Nation” data model, which FGDC considers a “best practice”. However, that model has 20 different distribution policy types, which is a bit excessive for NC. This</p>

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		what their data distribution policy is, so therefore a value of “Unknown” is not included.			is a consolidated version with 9 different distribution policy types. Policy #1 is the least restrictive. Policies #2-#7 are increasing in their restrictiveness. Policy #8 is the most restrictive. Policy #9 is a catch-all for policies that may exist which bear no resemblance to any of the Policies listed in #1 - #8.
DistPol_ID	DistPol_Val	DistPol_ID	DistPol_Val	DistPol_ID	DistPol_Val
1	Everyone can have free access to the data, and can do whatever they want to with the data.	4	<p>Only Gov Agency, NGO and Other Public Institution Employees may have free access to and use of the data.</p> <p>They may not resell it, use it to create other commercial products, or redistribute it in <u>any</u> form.</p> <p>The Private Sector may have access to the data for their own internal use, for a reasonable cost recovery fee.</p> <p>The Private Sector may not resell the data, use it to create other commercial products, or redistribute it in <u>any</u> form.</p>	7	<p>Only Gov Agency Employees may have free access to and use of the data for their own internal purposes..</p> <p>They may not resell the data, use it to create other derivative products, or redistribute it in <u>any</u> form.</p>

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2	<p>Everyone may have free access to and use of the data for their own internal purposes.</p> <p>No one other than the data authority may resell the data, use it to create other derivative products, or redistribute it in <u>any</u> form.</p>	5	<p>Only Gov Agency, NGO and Other Public Institution Employees may have free access to and use of the data for their own internal purposes..</p> <p>They may not resell the data, use it to create other derivative products, or redistribute it in <u>any</u> form.</p> <p>The Private Sector may have access to the data for a reasonable cost recovery fee.</p> <p>The Private Sector may not resell the data or redistribute it in its <u>native</u> form, but they may use it to create other commercial products if they add substantial value.</p>	8	<p>Only Gov Agency Employees may have free access to the data for their own internal purposes.</p> <p>They may not resell the data, use it to create other derivative products, or redistribute it in its <u>native</u> form.</p> <p>They <u>may</u> integrate it into other public domain datasets at the state or federal level, with permission of the data provider.</p>
3	<p>Everyone may have free access to and use of the data for their own internal purposes. No one other than the data authority may resell the data or redistribute it in its <u>native</u> form, but it may used to create other derivative products, if substantial value is added.</p>	6	<p>Only Gov Agency, NGO and Other Public Institution Employees may have free access to and use of the data for their own internal purposes.</p> <p>They may not resell it, use it to create other derivative products, or redistribute it in <u>any</u> form.</p>	9	<p>Other – there is a data distribution policy, but it non-standard and differs quite substantially from policy types 1-8.</p>