Allegheny County Address Management
Addressing Data Model

Purpose

The purpose of the procedure is to define the formatting for street addressing standards in the EAMS system to meet NENA and USPS address standards.

Street Dictionary

This is the list of all valid street names by Municipality in Allegheny County

The centerline and address points tables are built based upon this table. There cannot be a street name assigned to a centerline or point that is not in this table.

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Req’d</th>
<th>Type</th>
<th>Width</th>
<th>Description</th>
<th>Domain</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBJECTID</td>
<td>yes</td>
<td>int</td>
<td></td>
<td>ESRI Unique ID</td>
<td></td>
</tr>
<tr>
<td>STREET_ID</td>
<td>no</td>
<td>int</td>
<td></td>
<td>Address One -Unique identifier to join to other tables.</td>
<td></td>
</tr>
<tr>
<td>DUP_STREET_ID</td>
<td>no</td>
<td>int</td>
<td></td>
<td>Not used for our purposes</td>
<td></td>
</tr>
<tr>
<td>FEATURE_KEY</td>
<td>no</td>
<td>int</td>
<td></td>
<td>Unique identifier for table</td>
<td></td>
</tr>
<tr>
<td>METAPHONE</td>
<td>no</td>
<td>T</td>
<td>50</td>
<td>Software assigned sound abbreviation</td>
<td></td>
</tr>
<tr>
<td>ST_PREMODIFIER</td>
<td>no</td>
<td>T</td>
<td>12</td>
<td>The field is empty and is held for future use</td>
<td>PREFIX</td>
</tr>
<tr>
<td>ST_PREFIX</td>
<td>no</td>
<td>T</td>
<td>2</td>
<td>Street direction preceding the street name</td>
<td></td>
</tr>
<tr>
<td>ST_PRETYPE</td>
<td>no</td>
<td>T</td>
<td>12</td>
<td>The field is empty and is held for future use</td>
<td></td>
</tr>
<tr>
<td>ST_NAME</td>
<td>no</td>
<td>T</td>
<td>50</td>
<td>The legal street name assigned by the municipality</td>
<td></td>
</tr>
<tr>
<td>ST_TYPE</td>
<td>no</td>
<td>T</td>
<td>8</td>
<td>The type of street following the street name. This is defined by and limited to the list in USPS Publication 28</td>
<td>TYPE</td>
</tr>
<tr>
<td>ST_SUFFIX</td>
<td>no</td>
<td>T</td>
<td>2</td>
<td>Street direction following the street name</td>
<td>SUFFIX</td>
</tr>
<tr>
<td>ST_POSTMODIFIER</td>
<td>no</td>
<td>T</td>
<td>12</td>
<td>A word that follows the street name and is not a street type and direction. It will also follow these 2 entries. This is and empty field in our database but can include extension, Overpass, and Connector</td>
<td></td>
</tr>
<tr>
<td>MUNICIPALITY</td>
<td>no</td>
<td>T</td>
<td>50</td>
<td>Name of municipality where address is located</td>
<td>MUNICIPALITY</td>
</tr>
<tr>
<td>COUNTY</td>
<td>no</td>
<td>T</td>
<td>50</td>
<td>Name of county where address is located</td>
<td>COUNTY</td>
</tr>
<tr>
<td>STATE</td>
<td>no</td>
<td>T</td>
<td>2</td>
<td>Name of state where address is located</td>
<td></td>
</tr>
</tbody>
</table>
Address Management – Addressing Data Model

<table>
<thead>
<tr>
<th>STATUS</th>
<th>no</th>
<th>T</th>
<th>20</th>
<th>Status of use of the address</th>
<th>ADDRESSSTATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALIAS_ONLY</td>
<td>no</td>
<td>T</td>
<td>1</td>
<td>Defines if the street name is</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>only an alias and not to be</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>used as the primary name of</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>a street. If checked, it is an</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>alias only.</td>
<td></td>
</tr>
<tr>
<td>COMMENT</td>
<td>no</td>
<td>T</td>
<td>2000</td>
<td>User comments as to the</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>creation or change of</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>characteristics of the street</td>
<td></td>
</tr>
<tr>
<td>EDIT_DATE</td>
<td>no</td>
<td>DATE</td>
<td>7</td>
<td>Edit Date</td>
<td></td>
</tr>
<tr>
<td>EDIT_USER</td>
<td>no</td>
<td>T</td>
<td>50</td>
<td>Edit User – Active Directory</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>user</td>
<td></td>
</tr>
<tr>
<td>ENFORCE_VALIDATION</td>
<td>no</td>
<td>T</td>
<td>1</td>
<td>Checked if Address One</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>validation rules are to be</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>enforced. Defaults to ‘Y’</td>
<td></td>
</tr>
</tbody>
</table>

GlobalID            yes | Unique id | ESRI Unique ID

Following are a list of standards re: street names.

1. Numbered streets will be in number format, not spelled out.

2. Street Directions – N, S, E, W, NE, NW, SE, SW
   - Streets that have both a N/S or E/W in them are considered to have directions.
   - Streets with a direction do not have the direction spelled out.
   - Streets that have the words North, South, East, or West as part of their street name and not necessarily a direction must be spelled out.
   - Ex: West Liberty Ave – there is no coinciding East part of Liberty Ave, therefore West Liberty is the street name and W is not the direction of the street.

3. Common Spacing and Spelling Restrictions –
   - Saint will be spelled out
   - Fort will be spelled out
   - Mount will be spelled out
   - O’Donnell or O Donnell will be ODonnell – no apostrophy – no space
   - Mc Kane will be McKane – no space
   - De Mare will be DeMare – no space
   - La Clair will be LaClair – no space
   - Mac Donald will be MacDonald – no space
   - Le Clair will be LeClair – no space
   - Heights will be spelled out if in the street name
   - State Route (followed by appropriate number) should always be spelled out. Do not use Rte or SR or Route.
   - US Route (followed by the appropriate number) should always be spelled as such. Do not use US Hwy or United States Hwy/Rt
   - Interstates should be Just I(route number) – ie I376. Interstate should not be spelled out and there are no dashes.
   - Street Names should not be abbreviated – ex Penna or PA for Pennsylvania

4. Street types are defined by a table in the database to match accepted extensions of both NENA & USPS
Address Points
These are individual address points for all addresses in Allegheny County. Name fields are populated from the Street Dictionary.

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Type</th>
<th>Width</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBJECTID</td>
<td>Long</td>
<td></td>
<td>ESRI Unique ID</td>
</tr>
<tr>
<td>SHAPE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEATURE_KEY</td>
<td>Long</td>
<td></td>
<td>Unique identifier for table</td>
</tr>
<tr>
<td>ADDRESS_ID</td>
<td>Long</td>
<td></td>
<td>Unique Id for each address point. This joins to other tables</td>
</tr>
<tr>
<td>PARENT_ID</td>
<td>Long</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STREET_ID</td>
<td>Long</td>
<td></td>
<td>Unique id of Street Dictionary record that the Address point is created from.</td>
</tr>
<tr>
<td>DUP_STREET_ID</td>
<td>Long</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADDRESS_TYPE</td>
<td>Short</td>
<td>20</td>
<td>Type of Building/site ADDRESSTYPE</td>
</tr>
<tr>
<td>STATUS</td>
<td>T</td>
<td>20</td>
<td>Status of use of the address ADDRESSSTATUS</td>
</tr>
</tbody>
</table>
| ADDR_NUM_PREFIX  | T    | 12    | Used when an address point may have a range. This field would include the first number in the range. It must also include the dash. Ie: 100-
| ADDR_NUM         | T    | 12    | Primary numeric identifier |
| ADDR_NUM_SUFFIX  | T    | 12    | Secondary text identifier which can include ½, A, B |
| ST_PREMODIFIER   | T    | 12    | The field is empty and is held for future use |
| ST_PREFIX        | T    | 2     | Street direction preceding the street name PREFIX |
| ST_PRETYPE       | T    | 12    | The field is empty and is held for future use |
| ST_NAME          | T    | 50    | The legal street name assigned by the municipality |
| ST_TYPE          | T    | 8     | The type of street following the street name. This is defined by and limited to the list in USPS Publication 28 TYPE |
| ST_SUFFIX        | T    | 2     | Street direction following the street name SUFX |
| ST_POSTMODIFIER  | T    | 12    | A word that follows the street name and is not a street type and direction. It will also follow these 2 entries. This is an empty field in our database but can include extension, Overpass, and Connector |
| UNIT_TYPE        | T    | 12    | Type of unit associated with the address. UNITTYPE |
| UNIT             | T    | 12    | Unit number associated with the address. |
| FLOOR            | T    | 12    | Floor number |
| MUNICIPALITY     | T    | 50    | Name of municipality where address is located. MUNICIPALITY |
| COUNTY           | T    | 50    | Name of county where address is located. COUNTY |
| STATE            | T    | 2     | Name of state where address is located. |
| ZIP_CODE         | T    | 10    | US Postal Service zipcode where address is located. ZIPCODE |
### Address Management – Addressing Data Model

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Type</th>
<th>Width</th>
<th>Description</th>
<th>Domain Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZIP_CODE4</td>
<td>T</td>
<td>4</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>COMMENT</td>
<td>T</td>
<td>2000</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>EDIT_DATE</td>
<td>Date</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EDIT_USER</td>
<td>T</td>
<td>50</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>SOURCE</td>
<td>T</td>
<td>30</td>
<td>Source</td>
<td></td>
</tr>
<tr>
<td>EXP_FLAG</td>
<td>T</td>
<td>5</td>
<td>Error Code that defines problems with the address meeting NENA standards.</td>
<td>EXP_FLAG</td>
</tr>
<tr>
<td>FULL_ADDRESS</td>
<td>T</td>
<td>128</td>
<td>All address fields combined into one full address.</td>
<td>FULL_ADDRESS</td>
</tr>
<tr>
<td>ENFORCE_VALIDATION</td>
<td>T</td>
<td>1</td>
<td>Checked if Address One validation rules are to be enforced. Defaults to ‘Y’</td>
<td>ENFORCE_VALIDATION</td>
</tr>
<tr>
<td>SOURCE_ID</td>
<td>Long</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GlobalID</td>
<td>T</td>
<td>38</td>
<td>ESRI Unique ID</td>
<td></td>
</tr>
</tbody>
</table>

### Centerlines

These are individual line segments with all address ranges in Allegheny County. Name fields are populated from the Street Dictionary.

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Type</th>
<th>Width</th>
<th>Description</th>
<th>Domain Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBJECTID</td>
<td>Long</td>
<td></td>
<td>ESRI Unique ID</td>
<td></td>
</tr>
<tr>
<td>FEATURE_KEY</td>
<td>Long</td>
<td></td>
<td>Unique identifier for table</td>
<td></td>
</tr>
<tr>
<td>L_STREET_ID</td>
<td>Long</td>
<td></td>
<td>Unique id of Street Dictionary record that the centerline is created from.</td>
<td></td>
</tr>
<tr>
<td>R_STREET_ID</td>
<td>Long</td>
<td></td>
<td>Unique id of Street Dictionary record that the centerline is created from.</td>
<td></td>
</tr>
<tr>
<td>L_DUP_STREET_ID</td>
<td>Long</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R_DUP_STREET_ID</td>
<td>Long</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAD_LLO</td>
<td>Long</td>
<td></td>
<td>Theoretical low address range on left side of street from low to high number. Theoretical address ranges contain addresses that may be assigned at some point, but don’t yet exist on that street segment. This is also used for geocoding/location purposes. (1)</td>
<td></td>
</tr>
<tr>
<td>CAD_LHI</td>
<td>Long</td>
<td></td>
<td>Theoretical high address range on left side of street from low to high number. Theoretical address ranges contain addresses that may be assigned at some point, but don’t yet exist on that street segment. This is also used for geocoding/location purposes. (1)</td>
<td></td>
</tr>
<tr>
<td>CAD_RLO</td>
<td>Long</td>
<td></td>
<td>Theoretical low address range on right side of street from low to high number. Theoretical address ranges contain addresses that may be assigned at some point, but don’t yet exist on that street segment. This is also used for geocoding/location purposes. (1)</td>
<td></td>
</tr>
<tr>
<td>CAD_RHI</td>
<td>Long</td>
<td></td>
<td>Theoretical high address range on right side of street from low to high number.</td>
<td></td>
</tr>
</tbody>
</table>
Theoretical address ranges contain addresses that may be assigned at some point, but don’t yet exist on that street segment. This is also used for geocoding/location purposes. (1)

<table>
<thead>
<tr>
<th>Field</th>
<th>Length</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LLO</td>
<td>Long</td>
<td>Actual low address range on left side of street from low to high number. Actual address ranges contain only the range of addresses that physically exist on that street segment. (1)</td>
</tr>
<tr>
<td>LHI</td>
<td>Long</td>
<td>Actual high address range on left side of street from low to high number. Actual address ranges contain only the range of addresses that physically exist on that street segment. (1)</td>
</tr>
<tr>
<td>RLO</td>
<td>Long</td>
<td>Actual low address range on right side of street from low to high number. Actual address ranges contain only the range of addresses that physically exist on that street segment. (1)</td>
</tr>
<tr>
<td>RHI</td>
<td>Long</td>
<td>Actual high address range on right side of street from low to high number. Actual address ranges contain only the range of addresses that physically exist on that street segment. (1)</td>
</tr>
<tr>
<td>ST_PREMODIFIER</td>
<td>T 12</td>
<td>The field is empty and is held for future use</td>
</tr>
<tr>
<td>ST_PREFIX</td>
<td>T 2</td>
<td>Street direction preceding the street name</td>
</tr>
<tr>
<td>ST_PRETYPE</td>
<td>T 12</td>
<td>The field is empty and is held for future use</td>
</tr>
<tr>
<td>ST_NAME</td>
<td>T 50</td>
<td>The legal street name assigned by the municipality</td>
</tr>
<tr>
<td>ST_TYPE</td>
<td>T 8</td>
<td>The type of street following the street name. This is defined by and limited to the list in USPS Publication 28 TYPE</td>
</tr>
<tr>
<td>ST_SUFFIX</td>
<td>T 2</td>
<td>Street direction following the street name</td>
</tr>
<tr>
<td>ST_POSTMODIFIER</td>
<td>T 12</td>
<td>A word that follows the street name and is not a street type and direction. It will also follow these 2 entries. This is an empty field in our database but can include extension, Overpass, and Connector</td>
</tr>
<tr>
<td>LMUNI</td>
<td>T 50</td>
<td>Name of municipality on left side of street where centerline is located. MUNICIPALITY</td>
</tr>
<tr>
<td>RMUNI</td>
<td>T 50</td>
<td>Name of municipality on right side of street where centerline is located. MUNICIPALITY</td>
</tr>
<tr>
<td>LCOUNTY</td>
<td>T 50</td>
<td>Name of county on left side of street where centerline is located. COUNTY</td>
</tr>
<tr>
<td>RCOUNTY</td>
<td>T 50</td>
<td>Name of county on right side of street where centerline is located. COUNTY</td>
</tr>
<tr>
<td>LSTATE</td>
<td>T 2</td>
<td>Name of state on left side of street where centerline is located.</td>
</tr>
<tr>
<td>RSTATE</td>
<td>T 2</td>
<td>Name of state on right side of street where centerline is located.</td>
</tr>
<tr>
<td>L_ZIP</td>
<td>T 10</td>
<td>Zip code on left side of street where centerline is located. ZIPCODE</td>
</tr>
<tr>
<td>R_ZIP</td>
<td>T 10</td>
<td>Zip code on right side of street where centerline is located. ZIPCODE</td>
</tr>
<tr>
<td>Field</td>
<td>Type</td>
<td>Length</td>
</tr>
<tr>
<td>--------------</td>
<td>------</td>
<td>--------</td>
</tr>
<tr>
<td>EDIT_DATE</td>
<td>T</td>
<td>5</td>
</tr>
<tr>
<td>EDIT_USER</td>
<td>T</td>
<td>50</td>
</tr>
<tr>
<td>F_NODE</td>
<td>DOUBL</td>
<td></td>
</tr>
<tr>
<td>T_NODE</td>
<td>DOUBL</td>
<td></td>
</tr>
<tr>
<td>FCC</td>
<td>T</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPEED</td>
<td>SHORT</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F_ZLEV</td>
<td>LONG</td>
<td></td>
</tr>
<tr>
<td>T_ZLEV</td>
<td>LONG</td>
<td></td>
</tr>
<tr>
<td>ONEWAY</td>
<td>T</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAR</td>
<td>T</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LARDIR</td>
<td>T</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A1</td>
<td>T</td>
<td>75</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td>T</td>
<td>75</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DYNAMAPID</td>
<td>T</td>
<td>25</td>
</tr>
<tr>
<td>FULL_NAME</td>
<td>T</td>
<td>128</td>
</tr>
<tr>
<td>CAD_A1</td>
<td>T</td>
<td>75</td>
</tr>
<tr>
<td>CAD_A2</td>
<td>T</td>
<td>75</td>
</tr>
<tr>
<td>P_OVR_L</td>
<td>T</td>
<td>8</td>
</tr>
<tr>
<td>P_OVR_R</td>
<td>T</td>
<td>8</td>
</tr>
<tr>
<td>F_OVR_L</td>
<td>T</td>
<td>8</td>
</tr>
<tr>
<td>F_OVR_R</td>
<td>T</td>
<td>8</td>
</tr>
<tr>
<td>E_OVR_L</td>
<td>T</td>
<td>8</td>
</tr>
<tr>
<td>E_OVR_R</td>
<td>T</td>
<td>8</td>
</tr>
<tr>
<td>CAD2</td>
<td>T</td>
<td>8</td>
</tr>
<tr>
<td>ENFORCE_VALIDATION</td>
<td>T</td>
<td>1</td>
</tr>
<tr>
<td>SOURCE_ID</td>
<td>INT</td>
<td></td>
</tr>
</tbody>
</table>
In the example shown. The squares are actual addresses. The circles are the last and first possible addresses on the street that don’t have existing houses.

The actual addresses are as follows:
- LLO – 15
- LHI – 21
- RLO - 2
- RHI – 24

The theoretical address are as follows:
- CAD_LLO - 1
- CAD_LHI – 33
- CAD_RLO - 2
- CADRHI – 34

## Segment Aliases

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Req’d</th>
<th>Type</th>
<th>Width</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RID</td>
<td>yes</td>
<td>int</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEATURE_KEY</td>
<td>no</td>
<td>int</td>
<td></td>
<td>Unique Feature_Key from Centerline table</td>
</tr>
<tr>
<td>STREET_ID</td>
<td>no</td>
<td>int</td>
<td></td>
<td>Street_ID from Street Dictionary</td>
</tr>
<tr>
<td>GlobalID</td>
<td>yes</td>
<td>Unique identifier</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Segment_Aliases is a relationship class where alias that joins the street centerline table and the Street Dictionary to get alias street names for segments of the centerline file.

The segment alias table joins to the street centerline table and the Street Dictionary to get alias street names added to segments of the centerline file.

- The segment alias table is joined to the centerline table via the feature_key field.
- Then the Street Dictionary is joined to the centerline table (which now has the segment alias fields) via the street_id field of the segment alias to add the additional street name fields from the Street Dictionary to the centerline.
- The join must include multiple fields from the dictionary table as it does not include a full name.
An example of a segment alias follows.

5th Ave – Coraopolis is also known as State Route 51. The alias of State Route 51 in the dictionary is joined to the 5th Ave centerline segment using this table.

This is considered a segment alias because there are sections of Main St that may not actually be State Route 51

**Street Aliases**

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Req’d</th>
<th>Type</th>
<th>Width</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBJECTID</td>
<td>Y</td>
<td>Int</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STREET_ID</td>
<td>N</td>
<td>Int</td>
<td></td>
<td>Street_ID from Street Dictionary</td>
</tr>
<tr>
<td>ALIAS_STREET_ID</td>
<td>N</td>
<td>int</td>
<td></td>
<td>Alias_Street_ID from Street Dictionary</td>
</tr>
<tr>
<td>GlobalID</td>
<td>Y</td>
<td>Unique identifier</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The street alias table joins to the street centerline table and the Street Dictionary together to get alias street names added to segments in the centerline file.

- The Street Alias table is joined to the Centerline table via the Street_ID field.
- Then Street Dictionary is joined to the centerline table (which now has the street alias fields) via the alias_street_id field of the segment alias to add the additional street name fields from the Street Dictionary to the centerline.
- The join must include multiple fields from the dictionary table as it does not include a full name.

An example of a street alias follows.

State Route 51– Coraopolis is also known as Route 51. Multiple sources may use either format, so the alias is setup for every record in the Street Dictionary with that name.

**Landmarks**

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Req’d</th>
<th>Type</th>
<th>Width</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBJECTID</td>
<td>Y</td>
<td>Int</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADDRESS_ID</td>
<td>N</td>
<td>Int</td>
<td></td>
<td>Name of building, site, and business associated with the specific address that the address_id links to. These are also commonly referred to as points of interest or common places.</td>
</tr>
<tr>
<td>LANDMARK</td>
<td>N</td>
<td>Text</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>GlobalID</td>
<td>Y</td>
<td>Unique identifier</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The landmarks table joins to the address point table using the Address_ID field. This will join landmark names to individual address points.

This is a one to many join where there may be more than 1 landmark per address point.
## Domains

### ADDRESSTYPE

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Situs</td>
<td>A site with no building or a site with multiple buildings that share the same address</td>
</tr>
<tr>
<td>2</td>
<td>Unit</td>
<td>A unit in a strip mall or townhouses/apartments under 1 parcel with separate doors</td>
</tr>
<tr>
<td>1</td>
<td>Building</td>
<td>An individual structure</td>
</tr>
<tr>
<td>3</td>
<td>Sub-Unit</td>
<td>A unit in an apartment building where there is only 1 entry door to the building and apartments are all accessed internally.</td>
</tr>
</tbody>
</table>

### COUNTY

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEAVER</td>
<td>BEAVER COUNTY</td>
</tr>
<tr>
<td>BUTLER</td>
<td>BUTLER COUNTY</td>
</tr>
<tr>
<td>WASHINGTON</td>
<td>WASHINGTON COUNTY</td>
</tr>
<tr>
<td>WESTMORELAND</td>
<td>WESTMORELAND COUNTY</td>
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<td>ALLEGHENY</td>
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### MUNICIPALITY

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<th>Description</th>
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<td>ASPINWALL BOROUGH</td>
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<td>AVALON</td>
<td>AVALON BOROUGH</td>
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<tr>
<td>BALDWIN BORO</td>
<td>BALDWIN BOROUGH</td>
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<td>BALDWIN TOWNSHIP</td>
<td>BALDWIN TOWNSHIP</td>
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<tr>
<td>BEAVER COUNTY</td>
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<tr>
<td>BELL ACRES</td>
<td>BELL ACRES BOROUGH</td>
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<td>BELLEVUE</td>
<td>BELLEVUE BOROUGH</td>
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<tr>
<td>BEN AVON</td>
<td>BEN AVON BOROUGH</td>
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<td>BEN AVON HEIGHTS</td>
<td>BEN AVON HEIGHTS BOROUGH</td>
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<tr>
<td>BETHEL PARK</td>
<td>BETHEL PARK MUNICIPALITY</td>
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<td>BLAWNOX</td>
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<tr>
<td>BRADDOCK HILLS</td>
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<table>
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<td>Description</td>
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<tr>
<td>SEWICKLEY HEIGHTS</td>
<td>SEWICKLEY HEIGHTS BOROUGH</td>
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<td>SEWICKLEY HILLS</td>
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<td>SOUTH PARK TOWNSHIP</td>
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</tr>
<tr>
<td>SWISSVALE</td>
<td>SWISSVALE BOROUGH</td>
</tr>
</tbody>
</table>
## Address Management – Addressing Data Model

### Code | Description
---|---
TARENTUM | TARENTUM BOROUGH
THORNBURG | THORNBURG BOROUGH
TRAFFORD | TRAFFORD BOROUGH
TURTLE CREEK | TURTLE CREEK BOROUGH
UPPER ST CLAIR | UPPER ST CLAIR TOWNSHIP
VERONA | VERONA BOROUGH
VERSAILLES | VERSAILLES BOROUGH
WALL | WALL BOROUGH
WASHINGTON COUNTY | WASHINGTON COUNTY
WEST DEER | WEST DEER TOWNSHIP
WEST ELIZABETH | WEST ELIZABETH BOROUGH

### Code | Description
---|---
WEST HOMESTEAD | WEST HOMESTEAD BOROUGH
WEST MIFFLIN | WEST MIFFLIN BOROUGH
WEST VIEW | WEST VIEW BOROUGH
WESTMORELAND COUNTY | WESTMORELAND COUNTY
WHITAKER | WHITAKER BOROUGH
WHITE OAK | WHITE OAK BOROUGH
WHITEHALL | WHITEHALL BOROUGH
WILKINS | WILKINS TOWNSHIP
WILKINSBURG | WILKINSBURG BOROUGH
WILMERDING | WILMERDING BOROUGH

### SOURCE

The source is listed to help clarify where address data was obtained from.

If the source is EAMS, there will typically be comments as to where exactly the data was reviewed, or if nothing, it was simply moving or shifting a point and then checking the address and documenting building/unit/situs.

### Code | Description | Details
---|---|---
CITY | CITY | City of Pittsburgh
DCSGIS | DCSGIS | Part of Conversion source
GDR | GDR | Part of Conversion source
ACES-911 | ACES-911 | Allegheny County 911
ACHD | ACHD | Allegheny County Health Department
DBMS | DBMS | Allegheny County 911 Database Management System
DHS | DHS | Allegheny County Department of Human Services
DRE | DRE | Allegheny County Department of Real Estate
EAMS | EAMS | Allegheny County Address Management
ELECTIONS | ELECTIONS | Allegheny County Elections
MUNICIPALITY | MUNICIPALITY | Municipality
OPA | OPA | Property Assessments
SSA | SSA | Part of Conversion source
STATE | STATE | State of PA
USPS | US Post Office | US Post Office
ADDRESS STATUS

The address status is primarily ACTIVE. Only when there is an issue with a point is there a different status.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIVE</td>
<td>Active</td>
<td>An active address that is used in our system</td>
</tr>
<tr>
<td>RETIRED</td>
<td>Retired</td>
<td>A previous address that will be removed once a building is demolished and</td>
</tr>
<tr>
<td>DISPUTED</td>
<td>Disputed</td>
<td>new construction starts on new addresses on the same site</td>
</tr>
<tr>
<td>PRELIMINARY</td>
<td>Preliminary</td>
<td>An address obtained from 911 without municipality verification or in conflict with other data sources</td>
</tr>
</tbody>
</table>

STREETTYPE

The street type designations for those in the USPS Publication 28.

<table>
<thead>
<tr>
<th>Suffix</th>
<th>Abbreviation</th>
<th>Suffix</th>
<th>Abbreviation</th>
<th>Suffix</th>
<th>Abbreviation</th>
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<td>CIRS</td>
<td>ESTATE</td>
<td>EST</td>
</tr>
<tr>
<td>ANEX</td>
<td>ANX</td>
<td>CLIFF</td>
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<td>ESTATES</td>
<td>ESTS</td>
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<td>CLB</td>
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<td>CMN</td>
<td>EXTENSIONS</td>
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<td>COURT</td>
<td>CT</td>
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<td>FLDS</td>
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Revision Date - 8/28/2018
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Revision Date - 8/28/2018
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### SUFFIX

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<tbody>
<tr>
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</tr>
<tr>
<td>EB</td>
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</tr>
<tr>
<td>N</td>
<td>North</td>
</tr>
<tr>
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</tr>
<tr>
<td>NE</td>
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<td>South</td>
</tr>
<tr>
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<td>Southbound</td>
</tr>
<tr>
<td>SE</td>
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</tr>
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<td>SW</td>
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<td>W</td>
<td>West</td>
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<tr>
<td>WB</td>
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</tr>
<tr>
<td>EXT</td>
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### PREFIX

<table>
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<tr>
<th>Code</th>
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</tr>
</thead>
<tbody>
<tr>
<td>E</td>
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</tr>
<tr>
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<td>North</td>
</tr>
<tr>
<td>NE</td>
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</tr>
<tr>
<td>S</td>
<td>South</td>
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<tr>
<td>SW</td>
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<tr>
<td>W</td>
<td>West</td>
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</tbody>
</table>
### UNITTYPE

<table>
<thead>
<tr>
<th>Description</th>
<th>Abbreviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartment</td>
<td>APT</td>
</tr>
<tr>
<td>Basement</td>
<td>BSMT**</td>
</tr>
<tr>
<td>Building</td>
<td>BLDG</td>
</tr>
<tr>
<td>Department</td>
<td>DEPT</td>
</tr>
<tr>
<td>Floor</td>
<td>FL</td>
</tr>
<tr>
<td>Front</td>
<td>FRNT**</td>
</tr>
<tr>
<td>Hanger</td>
<td>HNGR</td>
</tr>
<tr>
<td>Key</td>
<td>KEY</td>
</tr>
<tr>
<td>Lobby</td>
<td>LBBY**</td>
</tr>
<tr>
<td>Lot</td>
<td>LOT</td>
</tr>
<tr>
<td>Lower</td>
<td>LOWR**</td>
</tr>
<tr>
<td>Office</td>
<td>OFC**</td>
</tr>
<tr>
<td>Penthouse</td>
<td>PH**</td>
</tr>
<tr>
<td>Pier</td>
<td>PIER</td>
</tr>
<tr>
<td>Rear</td>
<td>REAR**</td>
</tr>
<tr>
<td>Room</td>
<td>RM</td>
</tr>
<tr>
<td>Side</td>
<td>SIDE**</td>
</tr>
<tr>
<td>Slip</td>
<td>SLIP</td>
</tr>
<tr>
<td>Space</td>
<td>SPC</td>
</tr>
<tr>
<td>Stop</td>
<td>STOP</td>
</tr>
<tr>
<td>Suite</td>
<td>STE</td>
</tr>
<tr>
<td>Trailer</td>
<td>TRLR</td>
</tr>
<tr>
<td>Unit</td>
<td>UNIT</td>
</tr>
<tr>
<td>Upper</td>
<td>UPPR**</td>
</tr>
</tbody>
</table>

** Does not require a number.

### EXP_FLAG

This code documents when there is a problem with an address that doesn’t fit into or meeting NENA standards or may cause an issue for 911 or other addressing systems.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACM</td>
<td>Address Crosses Municipalities</td>
<td>The address (probably one site) exists in 2 different municipalities, so must be documented for 911 purposes.</td>
</tr>
<tr>
<td>AIS</td>
<td>Address on Incorrect Street</td>
<td>Address should be on a different street. Ex: the address is a street at the rear of the house, but the access to the house is on the street in the front.</td>
</tr>
<tr>
<td>ALI</td>
<td>Name Problem</td>
<td>Old code from vendor that converted data. This is being investigated to correct to a</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Notes</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>AOO</td>
<td>Address Out of Order</td>
<td>The address is running out of order with the houses around it. The address should be corrected, but most likely cannot without requiring multiple address corrections. This will cause an issue for GPS and 911 location.</td>
</tr>
<tr>
<td>AOR</td>
<td>Address Out of Range</td>
<td>The address is in a completely different range than the other houses on the street. This should be a priority for the municipality to correct. This will cause an issue for GPS and 911 location.</td>
</tr>
<tr>
<td>DUP</td>
<td>Duplicate Address</td>
<td>There is more than one house/property using the same address. This will cause a problem for 911 and should be a priority for the municipality to correct.</td>
</tr>
<tr>
<td>MUL</td>
<td>Multiple Buildings per Address</td>
<td>There is more than 1 building using the same address, but this is typically on a commercial property where there is only 1 parcel and the municipality only assigned one address. This typically will not be corrected by the municipality, but is necessary to know for 911.</td>
</tr>
<tr>
<td>PAR</td>
<td>Address on Incorrect Side</td>
<td>Addresses run even on one side, odd on the other. In this case an even number is on the odd side of the street or visa versa. This will cause an issue for GPS and 911 location.</td>
</tr>
<tr>
<td>PDR</td>
<td>Address on Private Drive</td>
<td>House is on a private road/drive, but the address uses the main road address and the only way to the property is via the private road. This address should probably have a new address on the private drive.</td>
</tr>
<tr>
<td>RNG</td>
<td>Range Problem</td>
<td>Old code from vendor that converted data. This is being investigated to correct to a valid code.</td>
</tr>
<tr>
<td>MPA</td>
<td>Mixed Parity on Whole Street</td>
<td>The whole street was designed with addresses incorrectly in numerical order down one side of the street without using odd and even on different sides.</td>
</tr>
</tbody>
</table>
CLASS - FCC

This code provides more detailed information on the classification of the line segment. This list represents all classes. These fall in line, but are not exactly matching with Census Bureau CFCC codes.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A11</td>
<td>Interstate</td>
</tr>
<tr>
<td>A21</td>
<td>US Route</td>
</tr>
<tr>
<td>A31</td>
<td>Secondary State Road</td>
</tr>
<tr>
<td>A32</td>
<td>Primary State Road</td>
</tr>
<tr>
<td>A33</td>
<td>State Road - County Maintained</td>
</tr>
<tr>
<td>A41</td>
<td>Local Road</td>
</tr>
<tr>
<td>A42</td>
<td>Local Road - County Maintained</td>
</tr>
<tr>
<td>A51</td>
<td>Vehicular Trail</td>
</tr>
<tr>
<td>A61</td>
<td>Cul-de-sac</td>
</tr>
<tr>
<td>A62</td>
<td>Traffic Circle</td>
</tr>
<tr>
<td>A63</td>
<td>Access Ramp</td>
</tr>
<tr>
<td>A64</td>
<td>Service Road</td>
</tr>
<tr>
<td>A71</td>
<td>Walkway</td>
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<tr>
<td>A72</td>
<td>Stairway</td>
</tr>
<tr>
<td>A73</td>
<td>Alley</td>
</tr>
<tr>
<td>A74</td>
<td>Private Road</td>
</tr>
<tr>
<td>A99</td>
<td>Trail - Path</td>
</tr>
<tr>
<td>H10</td>
<td>River</td>
</tr>
</tbody>
</table>

CLERROR – A1 & A2

This code documents errors and problems with the centerlines as well as reasons for centerlines being drawn the way they are based on errors and problems.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>SNC</td>
<td>Street Name Conflict</td>
<td>There are inconsistencies in the spelling of the street name and the County has not received a verification from the local jurisdiction</td>
</tr>
<tr>
<td>SARP</td>
<td>Segments split for address range problems</td>
<td>Segment has been split because there are address ranges on the street that are not consistent and therefor the street has been split to allow for better location on geocoding</td>
</tr>
<tr>
<td>SMB</td>
<td>Segments split for municipal break</td>
<td>Segment has been split because of a municipal boundary or different addresses used by different municipalities splitting down the centerline</td>
</tr>
<tr>
<td>SZC</td>
<td>Segments split for zip code</td>
<td>Segment has been split because of a zip code break not at an intersection</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>SB</td>
<td>Segments split for bridge</td>
<td>Segment has been split for a bridge. This allows for the name of the bridge to be added as an Alias</td>
</tr>
<tr>
<td>SSNC</td>
<td>Segments split for street name change</td>
<td>Segment has been split because the street name has changed, but not at an intersection.</td>
</tr>
<tr>
<td>SS</td>
<td>Segments split for stairs</td>
<td>Segment has been split to show a break from a street to stairway</td>
</tr>
<tr>
<td>MPWS</td>
<td>Addresses assigned incorrectly - mixed parity on whole street</td>
<td>The entire street segment has mixed parity. The whole segment should be re-addressed.</td>
</tr>
<tr>
<td>MAWS</td>
<td>Addresses assigned incorrectly - mixed addresses on whole street</td>
<td>The entire street segment has mixed addresses, either mixed parity or completely different addresses. The whole segment should be re-addressed.</td>
</tr>
</tbody>
</table>

**ONEWAY**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TF</td>
<td>Traffic flow is allowed only in the to-from direction of segment, which is also the direction of the addresses from low to high.</td>
</tr>
<tr>
<td>FT</td>
<td>Traffic flow is allowed only in the from-to direction of segment, which is also the direction of the addresses from high to low.</td>
</tr>
</tbody>
</table>

**LIMITED ACCESS ROADWAY**

Limited access highway would be any road that has on & off ramps or is an expressway with some sort of barrier between the lanes of traffic, whether it be a jersey barrier or grass.

A limited access highway (aka controlled access) typically are those where the speed limit is 60mph or higher and a driver can only enter or exit from a specially constructed ramp.

**Definitions** –

- EAMS – Enterprise Address Management System
- NENA – National Emergency Number Association
- USPS – United States Postal Service