

COR HELPFUL HINTS

ROUTE ADJUSTMENT TIPS

- 1) You must resolve any and all errors that appear after the DCD load before going any further in the adjustment process. The adjustment will have to be redone if the errors are not resolved.
- 2) If you are accessing the Route Adjustment portion of the COR software, you must have an additional password assigned by your COR Area Coordinator. You will still use your current (personal) password to access the COR software, but you will be prompted for the second password when you attempt to enter the Route Adjustment portion of the software. You will not need an additional password to use COR for Database Preparation.
- 3) If you print the NDSS File information, you can use it in a number of ways during the adjustment process. For example, when you are doing manual territory transfers, you can make sure you get the entire blockface by checking it against the NDSS Files. (WebCOR will not have the “check for hundred block conflicts” feature) It will also assist you in solving ZIP+4 splits.
- 4) To prepare a count sheet for sector segment counts, use the 3999X from AQIP. You must request access to the AQIP program through eAccess. Save the 3999X in Excel. Open the file. You must unprotect the worksheet. To do this, go to Tools, Protection, Unprotect Sheet. Delete the columns of the file that you don't need. You only need the columns with the address numbers and street names, and the Plus4 field. Add a column for letters, and one for flats. Format the file to your preference—borders, fonts, etc. Print one copy for each day you will ride the route.
 - i. You must do a sector segment count for all days that you ride the route
- 5) When DCD data is being collected, be very aware of what the examiner defines and collects as “Travel Within”. For COR purposes, Travel Within is not collected when moving the vehicle between dismount delivery locations. Travel Within is collected when the vehicle moves between two separate geographic delivery locations without delivery service between the locations. This generally occurs when the carrier is moving from one park point to another park point or when the carrier is traveling from one geographic area to another to service that location. It is not “Travel Within” when a carrier is returning to his vehicle after the last stop on a park and loop segment.

- 6) Ensure that all 3999's are completed properly by all that are doing them. When doing a minor route adjustment, COR will use the most recent 3999 so it is imperative that it be completed properly. Travel Within, Relay, and Miscellaneous Other (for Replenish Time) should be properly documented
 - i. If COR does not have accurate data to begin with, the end result will be incorrect times for relays, travel within, and travel to and from.
- 7) Importing COR Reports into Excel can be accomplished by using Seth Johnson's instructions below:

Importing COR Reports to EXCEL

All COR reports are stored in the **C:\Program Files\COR\Map\xxxxx\Rpt** folder. (xxxxx represents the ZIP Code)

The report must be generated using COR before reports can be imported.

Once a report is generated, open EXCEL. Choose **File – Open** and choose **All Files** from the drop down box for **files of type**.

Browse to the report location. All COR reports are stored in the **C:\Program Files\COR\Map\xxxxx\Rpt** folder. (xxxxx represents the ZIP Code.) All files will have the extension **.rpt**.

Once the file is open, highlight the column all data is contained in. From the menu bar select **Data – Text to columns** and choose **fixed width** then press **next**.

Use the mouse to move the vertical lines to determine the size of columns you desire. When completed press **Finish**, this will divide the existing data into separate columns.

- 8) The issues with No Stat/Default records was resolved when COR Version 1.4 was released to the field. These records are processed completely through the AMS/DOIS/COR process in the new version of COR. This significantly reduces the occurrences of these records as errors in the re-sequencing process.

