

Generation5

2009 G5 Streets for Display Version 12.3

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What is G5 Streets for Display?

G5 Streets for Display are Generation5's version of the Dynamap/Canada Display from Tele Atlas.

Applications

Dynamap/Canada Display provides a thorough cartographic representation of the urban and rural landscape of Canada. It includes extensive, detailed and current street information that can be used to display strategic initiatives.

Version 7.0 covers communities home to 81.3% of the Canadian population. It provides the look and feel of a real map, with the most compact database and fastest query/redraw speeds of any Canadian street product.

Product Layers

| Layer | Sub-Layer | File Name | Feature |
|------------------------|--------------------------|------------------------|---------|
| Roads | | | |
| Roads | Display Highways | Display Highways | Line |
| Roads | Display Streets | Display Streets | Line |
| Roads | Exits | Exits | Point |
| Water | | | |
| Water | Lakes | Display Waterbodies_LK | Line |
| Water | Rivers | Display Waterbodies | Polygon |
| Census | | | |
| Census | Urban Agglomeration | UrbanAgglom | Polygon |
| Census | Provincial Boundaries | Province | Polygon |
| Postal | | | |
| Postal | Postal Code | Postal_Code | Polygon |
| Transportation | | | |
| Transportation | Airport (Points) | Aiports_Pts | Point |
| Transportation | Airport (Regions) | Airports | Polygon |
| Transportation | Railways | Railways | Line |
| Transportation | Transportation Terminals | TransportTerms | Point |
| Parks | | | |
| Parks | Parks (Points) | Park_Pts | Point |
| Parks | Parks (Regions) | Parks | Polygon |
| Miscellaneous (Retail) | | | |
| Retail | Institutions | InstitutionsPts | Point |
| Retail | Institutions | Institutions | Polygon |
| Retail | Land Use | GenLandUse | Polygon |
| Retail | Recreation (Points) | RecAreas_Pts | Point |
| Retail | Recreation (Regions) | RecAreas | Polygon |
| Retail | Public Safety | PublicSafety | Point |
| Retail | Utility | Utility | Line |
| Retail | Retail (Points) | Retail_Pts | Point |
| Retail | Retail (Regions) | Retail | Polygon |

Geographical Coverage

Dynamap®/Canada covers all of Canada and can be purchased by province (Newfoundland-Labrador, Prince Edward Island, Nova Scotia, New Brunswick, Québec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia) or by territory (Northwest Territories, Nunavut and Yukon).

Version History

| Version | Release Date | Currency | Data Source |
|---------|--------------|----------|---------------------------|
| 11.3 | October 2007 | 2007 | Tele-Atlas Dynamap Canada |
| 12.0 | January 2008 | 2008 | Tele-Atlas Dynamap Canada |
| 12.1 | April 2008 | 2008 | Tele-Atlas Dynamap Canada |
| 12.2 | July 2008 | 2008 | Tele-Atlas Dynamap Canada |
| 12.3 | October 2008 | 2008 | Tele-Atlas Dynamap Canada |

Data Sources

The following list depicts the sources used in the creation of Tele Atlas' Dynamap/Canada Highways product:

- Municipal landuse maps
- Municipal planning & development maps
- Municipal zoning maps and official plans
- Municipal street and address maps
- Regional Planning Documents
- Canadian Road Network™ (Natural Resources Canada)
- 2007 Street Network File - Statistics Canada
- Digital Topographic Data produced under license from Natural Resources Canada
- Canada Post and Statistics Canada (Post Code Inventory layer)
- Digital Orthophotos Government of Canada with permission from Natural Resources Canada

Methodology

Dynamap/Canada Display is a combination of street information from many sources (see Sources section above). Since each source has unique limits on positional accuracy, accuracy of the product varies across Canada. The accuracy for Dynamap/Canada Display is higher for areas within the major urban centres because of the higher accuracy and larger scale of the source maps used. The source material ranges in scale from 1:1,000 to 1:30,000 in urban areas. The vast majority of streets were created through a process called stereodigitizing, which constrained coordinate deviation from truth to less than 6 meters. This varied between municipalities. Streets in remote rural areas were scanned at scales of 1:50,000 and therefore have larger deviations (between 25 meters and 50 meters). Street segments derived from 1:250,000 scale maps have deviations no larger than 250 meters.

Availability

G5 Streets for Display are available quarterly. G5 Streets for Display are available through Streetware for use in G5 Portfolio or as standalone files.

Compatibility

G5 Streets for Display are compatible with ESRI, MapInfo and SRC software products.

About Generation 5

Generation5 is a products and services company solving complex dataoriented business problems. Generation 5's technological expertise and business savvy are a powerful foundation on which many leading organizations build advanced direct marketing and business development strategies.

Generation5's exclusive Mathematical Technologies™ deliver accurate and cost effective data mining and analytical CRM solutions for databases with millions of records and thousands of variables, presenting the output at the most refined level of geography currently available: 6-Digit Postal Code and Zip+4.

For more information, contact Generation5: 1-866-389-GEN5

Appendix A: Street Types

| Street Type | Abbreviation |
|---------------------|--------------|
| ABBEY | ABBEY |
| ACRES | ACRES |
| ALLÉE (QUE) | ALLÉE |
| ALLEY | ALLEY |
| AUTOROUTE | AUT |
| AVENUE (ENGLISH) | AVE |
| AVENUE (FRENCH) | AV |
| BAY | BAY |
| BEACH | BEACH |
| BEND | BEND |
| BOULEVARD (ENGLISH) | BLVD |
| BOULEVARD (FRENCH) | BOUL |
| BY-PASS | BYPASS |
| BYWAY | BYWAY |
| CAMPUS | CAMPUS |
| CAPE | CAPE |
| CARRÉ | CAR |
| CARREFOUR | CARREF |
| CENTRE (ENGLISH) | CTR |
| CENTRE (FRENCH) | C |
| CERCLE | CERCLE |
| CHASE | CHASE |
| CHEMIN | CH |
| CIRCLE | CIR |
| CIRCUIT | CIRCT |
| CLOSE | CLOSE |
| COMMON | COMMON |
| CONCESSION | CONC |
| CORNERS | CRNRS |
| CÔTE | CÔTE |
| COUR | COUR |
| COURS | COURS |
| COURT | CRT |
| COVE | COVE |
| CRESCENT | CRES |
| CROISSANT | CROIS |
| CROSSING | CROSS |
| CUL-DE-SAC | CDS |
| DALE | DALE |
| DELL | DELL |
| DIVERSION | DIVERS |
| DOWNNS | DOWNNS |
| DRIVE | DR |
| ÉCHANGEUR | ÉCH |
| END | END |
| ESPLANADE | ESPL |

| | |
|--------------------|---------------------|
| <i>ESTATES</i> | ESTATE |
| <i>EXPRESSWAY</i> | EXPY |
| <i>EXTENSION</i> | EXTEN |
| <i>FARM</i> | FARM |
| <i>FIELD</i> | FIELD |
| <i>FOREST</i> | FOREST |
| <i>FREEWAY</i> | FWY |
| <i>FRONT</i> | FRONT |
| <i>GARDENS</i> | GDNS |
| <i>GATE</i> | GATE |
| <i>GLADE</i> | GLADE |
| Street Type | Abbreviation |
| <i>GLEN</i> | GLEN |
| <i>GREEN</i> | GREEN |
| <i>GROUNDS</i> | GRNDS |
| <i>GROVE</i> | GROVE |
| <i>HARBOUR</i> | HARBR |
| <i>HEATH</i> | HEATH |
| <i>HEIGHTS</i> | HTS |
| <i>HIGHLANDS</i> | HGHLDS |
| <i>HIGHWAY</i> | HWY |
| <i>HILL</i> | HILL |
| <i>HOLLOW</i> | HOLLOW |
| <i>ÎLE</i> | ÎLE |
| <i>IMPASSE</i> | IMP |
| <i>INLET</i> | INLET |
| <i>ISLAND</i> | ISLAND |
| <i>KEY</i> | KEY |
| <i>KNOLL</i> | KNOLL |
| <i>LANDING</i> | LANDNG |
| <i>LANE</i> | LANE |
| <i>LIMITS</i> | LMTS |
| <i>LINE</i> | LINE |
| <i>LINK</i> | LINK |
| <i>LOOKOUT</i> | LKOUT |
| <i>LOOP</i> | LOOP |
| <i>MALL</i> | MALL |
| <i>MANOR</i> | MANOR |
| <i>MAZE</i> | MAZE |
| <i>MEADOW</i> | MEADOW |
| <i>MEWS</i> | MEWS |
| <i>MONTÉE</i> | MONTÉE |
| <i>MOOR</i> | MOOR |
| <i>MOUNT</i> | MOUNT |
| <i>MOUNTAIN</i> | MTN |
| <i>ORCHARD</i> | ORCH |
| <i>PARADE</i> | PARADE |
| <i>PARC</i> | PARC |
| <i>PARK</i> | PK |
| <i>PARKWAY</i> | PKY |
| <i>PASSAGE</i> | PASS |
| <i>PATH</i> | PATH |

| | |
|------------------------|---------------------|
| <i>PATHWAY</i> | PTWAY |
| <i>PINES</i> | PINES |
| <i>PLACE (ENGLISH)</i> | PL |
| <i>PLACE (FRENCH)</i> | PLACE |
| <i>PLATEAU</i> | PLAT |
| <i>PLAZA</i> | PLAZA |
| <i>POINT</i> | PT |
| <i>POINTE</i> | POINTE |
| <i>PORT</i> | PORT |
| <i>PRIVATE</i> | PVT |
| <i>PROMENADE</i> | PROM |
| <i>QUAI</i> | QUAI |
| <i>QUAY</i> | QUAY |
| <i>RAMP</i> | RAMP |
| <i>RANG</i> | RANG |
| <i>RANGE</i> | RG |
| <i>RIDGE</i> | RIDGE |
| <i>RISE</i> | RISE |
| <i>ROAD</i> | RD |
| <i>ROND-POINT</i> | RDPT |
| <i>ROUTE</i> | RTE |
| <i>ROW</i> | ROW |
| <i>RUE</i> | RUE |
| <i>RUELLE</i> | RLE |
| <i>RUN</i> | RUN |
| <i>SENTIER</i> | SENT |
| <i>SQUARE</i> | SQ |
| <i>STREET</i> | ST |
| <i>SUBDIVISION</i> | SUBDIV |
| <i>TERRACE</i> | TERR |
| Street Type | Abbreviation |
| <i>TERRASSE</i> | TSSE |
| <i>THICKET</i> | THICK |
| <i>TOWERS</i> | TOWERS |
| <i>TOWNLIN</i> | TLINE |
| <i>TRAIL</i> | TRAIL |
| <i>TURNABOUT</i> | TRNABT |
| <i>VALE</i> | VALE |
| <i>VIA</i> | VIA |
| <i>VIEW</i> | VIEW |
| <i>VILLAGE</i> | VILLGE |
| <i>VILLAS</i> | VILLAS |
| <i>VISTA</i> | VISTA |
| <i>VOIE</i> | VOIE |
| <i>WALK</i> | WALK |
| <i>WAY</i> | WAY |
| <i>WHARF</i> | WHARF |
| <i>WOOD</i> | WOOD |
| <i>WYND</i> | WYND |

The table below represents the average speeds in the segment SPEED field categorized by Feature Classification Code (FCC). The Drive column indicates whether a road is traversable or not (Y=Yes; N=No). If "N", segment impedance indicated in the FT_Cost and TF_Cost fields will be set to -1.

Appendix B: FCC Speed Table

| FCC | Speed (km/h) | Drive | Description |
|------|--------------|-------|--|
| A 10 | 100 | Y | Primary provincial highway, major category |
| A 11 | 100 | Y | Primary limited access or provincial highway, unseparated |
| A 12 | 100 | Y | Primary limited access or provincial highway, unseparated, in tunnel |
| A 13 | 100 | Y | Primary provincial highway, unseparated, underpassing |
| A 14 | 100 | Y | Primary limited access or provincial highway, unseparated, underpassing |
| A 15 | 100 | Y | Primary limited access or provincial highway, separated |
| A 16 | 100 | Y | Primary limited access or provincial highway, separated, in tunnel |
| A 17 | 100 | Y | Primary limited access or provincial highway, separated, underpassing |
| A 18 | 100 | Y | Primary limited access or provincial highway, separated, with rail line |
| A 19 | 1 | N | |
| A 20 | 80 | Y | Primary highways, major category |
| A 21 | 80 | Y | Primary highways, unseparated |
| A 22 | 80 | Y | Primary highways, unseparated, in tunnel |
| A 23 | 80 | Y | Primary highways, unseparated, underpassing |
| A 24 | 80 | Y | Primary highways, unseparated, with rail line |
| A 25 | 80 | Y | Primary highways, separated |
| A 26 | 80 | Y | Primary highways, separated, tunnel |
| A 27 | 80 | Y | Primary highways, separated, underpassing |
| A 28 | 80 | Y | Primary highways, separated, with rail line |
| A 29 | 1 | N | |
| A 30 | 60 | Y | Secondary Provincial and County highways, major category |
| A 31 | 60 | Y | Secondary Provincial and County highways, unseparated |
| A 32 | 60 | Y | Secondary Provincial and County highways, unseparated, in tunnel |
| A 33 | 60 | Y | Secondary Provincial and County highways, unseparated, underpassing |
| A 34 | 60 | Y | Secondary Provincial and County highways, unseparated, with rail line |
| A 35 | 60 | Y | Secondary Provincial and County highways, separated |
| A 36 | 60 | Y | Secondary Provincial and County highways, separated, in tunnel |
| A 37 | 60 | Y | Secondary Provincial and County highways, separated, underpassing |
| A 38 | 60 | Y | Secondary Provincial and County highways, separated, with centre rail line |
| A 39 | 1 | N | |
| A 40 | 40 | Y | Local, neighbourhood, rural road, city street, major category |
| A 41 | 40 | Y | Local, neighbourhood, rural road, city street, unseparated |
| A 42 | 40 | Y | Local, neighbourhood, rural road, city street, unseparated, in tunnel |
| A 43 | 40 | Y | Local, neighbourhood, rural road, city street, unseparated, underpassing |
| A 44 | 40 | Y | Local, neighbourhood, rural road, city street, unseparated, w/ rail line |
| A 45 | 40 | Y | Local, neighbourhood, rural road, city street, separated |
| A 46 | 40 | Y | Local, neighbourhood, rural road, city street, separated, in tunnel |
| A 47 | 40 | Y | Local, neighbourhood, rural road, city street, separated, underpassing |
| A 48 | 40 | Y | Local, neighbourhood, rural road, city street, separated, with rail line |
| A 49 | 1 | N | |
| A 60 | 30 | Y | Access ramp, not associated with a limited access highway |

| | | | | |
|---|----|----|---|---|
| A | 62 | 30 | Y | Traffic circle, the portion of a road that forms a roundabout |
| A | 63 | 30 | Y | Access ramp, cloverleaf or limited access interchange |
| A | 67 | 1 | N | |

Appendix C: Province and Territory Codes

The Standard Geographical Classification (SGC) is Statistics Canada's official classification of geographic areas in Canada. The SGC provides codes for three types of geographic areas: provinces and territories, census divisions, and census subdivisions.

Below is a list of the Province and Territory Codes.

| Name - English | SGC Code | Abbreviation | Name - French |
|------------------------------|----------|--------------|----------------------------------|
| | | | |
| Alberta | 48 | AB | Alberta |
| British Columbia | 59 | BC | Colombie-Britannique |
| Manitoba | 46 | MB | Manitoba |
| New Brunswick | 13 | NB | Nouveau-Brunswick |
| Newfoundland-Labrador | 10 | NF | Terre-Neuve-Labrador |
| Northwest Territories | 61 | NT | Territoires du Nord-Ouest |
| Nova Scotia | 12 | NS | Nouvelle-Écosse |
| Nunavut | 62 | NU | Nunavut |
| Ontario | 35 | ON | Ontario |
| Prince Edward Island | 11 | PE | Île-du-Prince-Édouard |
| Quebec | 24 | QC | Québec |
| Saskatchewan | 47 | SK | Saskatchewan |
| Yukon Territory | 60 | YT | Territoire du Yukon |