Mapping Specification

Version 2.0

November 28, 2014

Changes in this Release:

- Naming convention changed for shape files
- Use of edge match points
- E_SPEED values are optional
- Additional projections permitted
- Data coverage is based on the geo-administrative boundary file as distributed by AMDSP
- Road names stored in new split up fields in Mixed Case as well as in the old NAME field in the previous format
- Address ranges on the road linework can be submitted along with required address points
- Some fields were removed that no longer are needed GEM_SELCT, GEM_ID, VERS
- Combined ranges of addresses on an address point are no longer allowed. Showing multiple addresses requires multiple points.
- A separate UNIT_NUM field is provided to store the distinct unit number for an address
- Roads that are never to be built should be removed from the submitted data. In some cases municipalities have road lines in statutory road allowances where a road was never built. These should be removed from the data. Proposed roads are to be submitted with a RD_DESC value of PROPOSED.

Transition Process:

This section describes to the user the effort that is required to adhere to the new specification. In moving from version 1.1 to version 2 there is not a great deal of effort required. Below are the issues to be aware of:

1. Review the new field name structure. Some of the fields have been renamed and there are additional road name fields that can be made use of.
2. The addition of UNIT_NUM in the Address data allows you to separate the unit number. Revise your address point data if you have multiple addresses indicated with a single point these must each be represented by a distinct point. Points may be stacked on top of each other but it is preferred that they be separated.
3. The previously used NAME field the Address and Road data can continue to be used but it is suggested that the user change to using the separated name fields. In many cases this will make the reformatting and use of the road name data more consistent and can be more easily reformatted for use in other systems. The user is required to choose one format as the master data. The system will fill in or over write the other fields based on what is in the master field or fields.
4. There are recommendations for the creation of road names and rules pertaining to the use of punctuation characters in the road name. This is strongly discouraged; however there are roads that have been named with these characters. They will need to be flagged as exceptions during the quality control process. Over time some of these roads can be renamed to be more in line with the road naming guidelines.

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If you have any comments or suggestions concerning this document, please forward them to the Alberta Municipal Data Sharing Partnership. We welcome your response.

Information in this document is subject to change without notice.

Overview

This document outlines the required minimum format for mapping data. Data formatted per this specification will integrate seamlessly with mapping data from other jurisdictions within the AMDSP. The intention of the AMDSP specification is to provide a superset standard that is capable of storing all the required attributes and geometry required for a common Alberta location based dataset. The data housed by the AMDSP should then easily translate to any particular format required by the various agencies using the data.

Shape File Naming

Shapefiles required:

MROAD_XXXX	The roads layer (your road layer), this polyline shapefile MUST contain the required fields outlined in this document and may also contain UNIQUE fields specific to your municipality.
MADDRESS_XXXX	Municipal Addressing points contain civic and rural addressing in a point feature class.
MPLACES_XXXX	Points of interest / Common Place names as a point feature class.

Note:

- XXXX is the abbreviated municipality name taken from Appendix A.
- Each shape file layer shall include the following four file extensions: .shp, .shx, .dbf, .prj
  e.g. MROAD_XXXX.shp, MROAD_XXXX.shx, MROAD_XXXX.dbf and MROAD_XXXX.prj

- All layers may be submitted in one of the following standard ESRI transverse Mercator projections or in the ESRI Geographic Coordinate System.

    - NAD_1983_10TM_AEP_Resource
    - NAD_1983_3TM_111
    - NAD_1983_3TM_114
    - NAD_1983_3TM_117
    - NAD_1983_3TM_120
    - NAD_1983_UTM_Zone_11N
    - NAD_1983_UTM_Zone_12N
    - GCS_North_American_1983

  All of the projections are based on the NAD83 GRS80 datum.

- The .prj file must conform to a standard ESRI prj file using one of the standard ESRI projections. Sample .prj files are available on the download site.

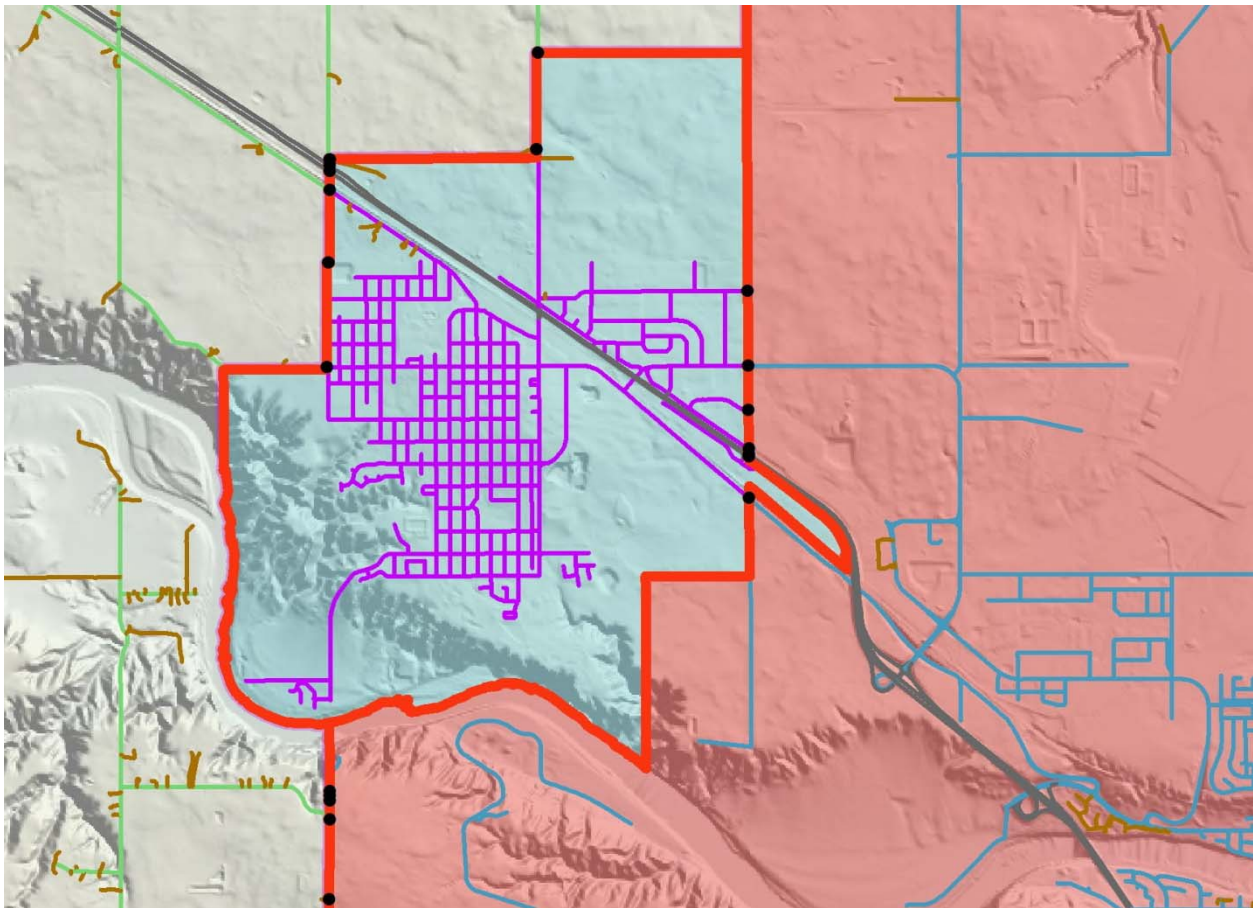
- No multipart/multipoint or Polyline ZM /Point ZM layers are allowed.

Data Coverage

Complete data coverage (no holes in the dataset) is essential to routing within and across jurisdictions. NRN data will be used to fill in areas that are not currently members to produce an Alberta wide dataset. Unlike specification version 1.1 and earlier data submitted to the AMDSP, this specification requires the municipality to clip their data to the bounds of the municipality. A current copy of the geo-administrative boundaries is available to all members along with a feature class that contains the edge matching points. Data provided to the AMDSP for validation must connect at the edge matching points and is not to contain data beyond the bounds of the municipality. Where there is an edge match issue between adjoining member municipalities, the adjoining members must resolve the location for the match point. Where the discrepancy is with the NRN the municipalities can edit the NRN adjoining their municipality only within the AMOS System.

Boundary points from one municipality should match up with linework in the neighboring municipality. There may be exceptions where a driveway is included in one municipality where the neighboring municipality does not contain the driveway. If you wish the driveway to be routable you must ensure that the remainder of the driveway is incorporated into the neighbor's data or in some cases the fill in NRN data. Some roads could potentially end at the boundary in which case the edge match point would only apply to one municipality.

The geo-administrative boundaries are a dynamic dataset. Regular updates should be downloaded from the AMDSP site.



Data Collection, Attribution, and Quality

- Road linework should reflect the centerline of the roadway within a tolerance of +/- 5 metres.

- Intersections should connect within a user defined tolerance (the default is 10 cm). "Overshoots" should not exceed 10 cm. Intersections will be forced to snap. The validation software will automatically extend or shorten lines up to 10 cm to force them to snap to a vertex or line ending.

- Driveways and approaches should extend at least 10 metres from the main road or from the last intersection of the private roadway. If more than one residence is close to the end of the driveway or approach, linework should be extended to clarify which residence is appropriate. Vertices will be created for any point a driveway connects to a public road.

- Line segments shorter than 2 meters will be flagged for validation. If the user chooses to accept the short segment an exception point will be stored in the validation system.

- One way roads having the same name are not to meet head to head where the driving directions would conflict. If the user chooses to accept the conflict an exception point will be stored in the validation system.

- Public roads that cross each other will be flagged as an error except where one road is an overpass. Overpasses must not connect to underlying roads.

- Road segments are not to overlap which would indicate a duplicated section of road.

- Road segments that close on themselves should be broken into two pieces so that one line does not form a circle. Where there is a circular driveway to get to an address point the driveway should be broken at the closest point to the address point.

- Where ever possible, Address points should be placed no farther than 15 metres from the nearest road or driveway.

- Address point placement should clearly indicate the appropriate approach to the address, e.g. a point for a house on a corner lot should be placed closer to the road that provides direct access to that residence. Address point should be placed within the parcel not in the road allowance.

- There should be no duplicate address points where all of the attributes are completely duplicated. Multiple points can exist where the address is distinguished by a unique unit number or the addresses exist in different subdivisions, hamlets or municipalities.

- Point of Interest points should be placed directly on the center of the POI.

- Attributes in Required Fields in all shapefiles are to be in upper case. The Road name may be in mixed case. Road name fields will be converted to mixed case in the validation process. Use of punctuation or characters /, |, \, -, ', . is discouraged.

MROAD

File Format

ESRI shapefile format with road centerline information entered as polylines only.

The shapefile should be named “MROAD_XXXX” where XXXX is the abbreviated name of the municipality taken from Appendix A. e.g. MROAD_Cypress.

Note:
Other than driveways, roads that are not maintained on a year-round basis should be designated with an S PEED of 0 (zero).

Abandoned roads, rail lines, lanes and roads that will never be built should be removed before submission.

No unattached road segments are permitted unless they connect to the overall road network through a neighboring municipality.

Required Fields

The user may submit either the NAME field, ROAD_NAME field or to the parsed fields outlined below. The field chosen will determine which data is the official road name field(s) for that dataset for each municipality. The other fields will be overwritten with data derived from the chosen field. It is preferred that the user base their data on the parsed fields as there is no ambiguity in the breakdown of the road name if the information is already split up. The parsed fields break down the road name into fields in the order that they are normally written in the road name. More detailed information on the road name parsing is available in Appendix B.

NAME – (type: text, length 30) - *Submission Method 3*
The legal name of the road stored in the format shown in Appendix C.

ROAD_NAME – (type: text, length 70) - *Submission Method 2*
The legal name of the road based on concatenating the parsed road name fields. Stored in mixed case.

Note: The next 7 fields are for storing the parsed road name data:
(The text stored in the parsed fields is in mixed case text. DIR_PREF and DIR_SUFX are stored as abbreviations as shown in Appendix C. All other fields are not abbreviated.)

*(**Important not all of the parsed fields will contain data for each record please refer to Appendix B for Clarification)*

RD_ACCS_NO – (type: text, length 20) - *Submission Method 1*
The access number of a rural subdivision road that is un-named. Only pertains to the road name in the case where the access road to a rural subdivision uses the access number as part of the road name to make the name unique.

RD_HOUSEID – (type: text, length 20) - *Submission Method 1*
Only pertains to the road name in the case where the access road to a rural subdivision uses the access number as part of the road name and an additional letter (usually A or B) is required to make the name unique.

DIR_PREF – (type: text, length 2) - *Submission Method 1*
The direction of the road, or direction indicator that makes a particular road name unique. e.g. E Railway Avenue as opposed to W Railway Avenue

NAME_PREF – (type: text, length 20) - *Submission Method 1*
The type of the road, where the type precedes the main part of the road name. This applies to roads with French names, highways, range roads, township roads and a few other road types.

MAIN_NAME – (type: text, length 40) - *Submission Method 1*
All portions of the road name that do not fit into the other parts of the road name.

ROAD_TYPE – (type: text, length 20) - *Submission Method 1*
The standard road type, as show in the table in Appendix C, where the type of road is placed at the end of the road name.

DIR_SUFX – (type: text, length 2) - *Submission Method 1*
The quadrant or direction of the road as per the table in Appendix C. Note that roads can have a prefix direction as well as a suffix direction or quadrant.

OWNER – (type: text, length 20)

The name of the owner for this section of the roadway taken from the table in Appendix A. Private roads are to be labeled PRIVATE. Government roads are to be labeled PROVINCE.

MAINTAIN – (type: text, length 20)

The name of the organization responsible for the maintenance of this section of the roadway taken from the table in Appendix A. There can be additional organizations that maintain the road including private companies such as Volker Stevin. Private roads maintained by the owner are to be labeled PRIVATE. Government roads may be labeled PROVINCE.

SPEED – (type: short integer, length 4)

The posted speed limit in km/h for this section of the roadway.

ONEWAY – (type: short integer, length 4)

Indicates if the street is a one-way street (1= one-way, 0 = two-way). The direction of the traffic flow will be determined by the order of the line vertices.

CIVIC_ID – (type: text, length 20)

The name of the city, town, village, summer village, hamlet, or rural subdivision that the roadway is in. Use the short version of the name e.g. X not CITY OF X. Null if not an urban area.

SURF_TYPE – (type: text, length 20)

The material the section of the roadway is made of i.e. ASPHALT, GRAVEL etc. and NOT how the surface is treated i.e. PAVED, BLADED etc. Use one of the following: ASPHALT, CEMENT, DIRT, GRAVEL, OIL, STEEL, WOOD, UNKNOWN.

OVERPASS – (type: short integer, length 4)

Indicates if the road is an overpass (1= overpass, 0 = no overpass). The direction of the traffic flow will be determined by the order of the line vertices.

SOURCE - (type: text, length 20)
The origin of the data, e.g. COUNTY OF X.

RD_DESC - (type: text, length 30)
Derived from road classifications used in GeoBase's National Road Network; use one of the following:

- FREEWAY:

An unimpeded, high-speed controlled access thoroughfare for through traffic with typically no at grade intersections, usually with no property access or direct access, and which is accessed by a ramp. Pedestrians are prohibited.

- HWY 1-216:

A high-speed thoroughfare with a combination of controlled access intersections at any grade; part of highway series 1 through 216.

- HWY 500-986:

A high-speed thoroughfare with a combination of controlled access intersections at any grade; part of highway series 500 through 986.

- ARTERIAL RURAL or ARTERIAL URBAN:

A major thoroughfare with medium to large traffic capacity, e.g.: in rural areas typically an oiled or asphalt higher grade range or township road.

- COLLECTOR RURAL or COLLECTOR URBAN:

A minor thoroughfare mainly used to access properties and to feed traffic with right of way; e.g. in rural areas typically a township or range road.

- STREET:

A low-speed public thoroughfare in a community (i.e. a hamlet, town, village, city etc.) dedicated to provide full access to the front of properties.

- STRATA:

A low-speed thoroughfare dedicated to provide access to properties with potential public restriction such as: subdivisions, trailer parks, First Nations, strata, private estates, seasonal residences.

- UNKNOWN:

A road in which the classification (access, speed, and ownership etc.) is unknown.

- ALLEY LANE:

A low-speed thoroughfare dedicated to provide access to the rear of properties.

- RAMP:

A system of interconnecting roadways providing for the controlled movement between two or more roadways.

- RESOURCE RD:

A private or public roadway whose primary function is to provide access for industry/resource extraction, access may be limited or restricted, e.g.: MINE RD, LEASE RD, FORESTRY RD, WELLSITE RD, CANAL RD, GRAZING RD, FARM ACCESS RD.

- RAPID TRANSIT:

A thoroughfare restricted to public transit buses.

- SERVICE LANE:

A stretch of road permitting vehicles to come to a stop along a freeway or highway. scale, service lane, emergency lane, lookout, and rest area.

- WINTER:

A road that is only useable during the winter when conditions allow.

- DRIVEWAY:

A low-speed private road dedicated to provide full access to the front of properties.

- PARK RD:

A lower speed public thoroughfare dedicated to provide access to parks and may also serve in providing access to the backcountry.

- TRAIL:

A dirt or gravel pathway that often provides the only access into remote areas, speed and use restrictions are unknown.

- TURNAROUND:

A stretch of road that permits vehicles to change direction along a highway.

- BRIDGE:

The bridge portion of the roadway; do not include culverts.

- SERVICE RD:

A section of roadway that runs parallel to a highway and provides full access to the front of properties. The roadway should only be named SERVICE RD if that is the legal name of the road.

- PROPOSED:

A proposed road to be built in the next year or so.

MERIDIAN – (type: text, length 2)

The meridian the road segment is in, e.g. W4.

NUM_LANE – (type: short integer, length 4)

The number of lanes for this section of the roadway.

RD_WIDTH – (type: double, precision 6, scale 2) - *May be Left Blank*

The width of the roadway in meters.

ROAD_SIGN – (type: text, length 70) - *May be Left Blank*

The posted road sign text. There are cases where the official road name and the posted road name are different (not a recommended practice). This field is to help people trying to find someone along the road to get to their destination.

ALIAS_1 – (type: text, length 30) - *May be Left Blank*

The alternative name for this section of the roadway, use same formatting as in **NAME** field.

ALIAS_2 – (type: text, length 30) - *May be Left Blank*

The second alternative name for this section of the roadway, use same formatting as in **NAME** field.

(Note: Users may now submit both address ranges on their road linework as well as address points in the address point shape file. No validation on the address ranges will be done so the user must ensure that the ranges are correct. Address points are still the only requirement)

FR_LEFT – (type: long integer, precision 9, length 9) - *May be Left Blank*

The starting number for the range of address numbers for the left side of the street. The "from" direction of the addresses will be determined by the order of the line vertices.

TO_LEFT – (type: long integer, precision 9, length 9) - *May be Left Blank*
The ending number for the range of address numbers for the left side of the street. The “to” direction of the addresses will be determined by the order of the line vertices.

FR_RIGHT – (type: long integer, precision 9, length 9) - *May be Left Blank*
The starting number for the range of address numbers for the right side of the street. The “from” direction of the addresses will be determined by the order of the line vertices.

TO_RIGHT – (type: long integer, precision 9, length 9) - *May be Left Blank*
The ending number for the range of address numbers for the right side of the street. The “to” direction of the addresses will be determined by the order of the line vertices.

System Generated Fields (Not to be altered by Municipalities)
SUB_DATE - (type: text, length 12)
Year/month/day/hour/minute i.e. 201403111541
Generated by system during data submission, a feature’s geometry or attribution was last revised. Leave this field blank. If the field contains data it will be overwritten automatically by the submission system.

Validated Schema \ Non-Distributed Fields for Municipalities Only
(Please refer to Vendor Requirements)

T_SCALE – (type: short integer, length 4)
A viewable scale for text labels; scale is referenced as follows: 0 = no name, 1 = highways, 2 = RR or TR roads, 3 = small town, village, hamlet roads, 4 = large town roads, and 5 = city roads.

E_SPEED – (type: short integer, length 4)
The expected speed (in km/h) at which an emergency vehicle could operate for this section of roadway. **Roads that are not maintained year-round should be given a value of 0. A 0 (zero) E_SPEED means you cannot route on the road segment.**

Municipal (Rural and Urban) Addressing

File Format

ESRI shapefile format with location information entered as points only.

The shapefile should be named “MADDRESS_XXXX” ” where XXXX is the abbreviated name of the municipality taken from Appendix A. e.g. MADDRESS_Cypress

Note:

No duplicate addresses, points with blank addresses, or points with unclear or ambiguous addresses.

Points stacked on top of each other are allowed for condominium units that are in the same building. Bare land condominiums should have their address point with distinct unit number placed at or near the entrance to the dwelling.

One unique point must exist for each unique address (i.e. duplexes are represented by 2 points).

Required Fields

CIVIC_ID – (type: text, length 20)
The name of the city, town, village, summer village, hamlet or rural subdivision to which the civic addressing applies. Do not use for rural addresses unless the addresses pertain to a rural subdivision or hamlet. Use the short version of the name e.g. X not VILLAGE OF X.

NAME – (type: text, length 30) - *Submission Method 3*
The road name from which the access is located. Road names should be formatted as specified in the MROAD **NAME** field.

ROAD_NAME – (type: text, length 70) - *Submission Method 2*
The legal name of the road based on concatenating the parsed road name fields. Stored in mixed case.

(Note: The next 7 fields are for storing the parsed road name data:
The text stored in the parsed fields is in mixed case text. DIR_PREF and DIR_SUFX are stored as abbreviations as shown in Appendix C. All other fields are not abbreviated.)

*(**Important not all of the parsed fields will contain data for each record please refer to Appendix B for Clarification)*

RD_ACCS_NO – (type: text, length 20) - *Submission Method 1*
The access number of the road if it forms a part of the road name otherwise leave blank. The should correlate to the ROAD_ACCESS_NUM field in the road linework data and the ACCESS_NUM field below.

RD_HOUSEID – (type: text, length 20) - *Submission Method 1*
The house number of the road if it forms a part of the road name otherwise leave blank. The should correlate to the ROAD_HOUSE_ID field in the road linework data and the HOUSE_ID field below.

DIR_PREF – (type: text, length 2) - *Submission Method 1*
The direction of the road, or direction indicator that makes a particular road name unique. e.g. E Railway Avenue as opposed to W Railway Avenue

NAME_PREF – (type: text, length 20) - *Submission Method 1*
The type of the road, where the type precedes the main part of the road name. This applies to roads with French names, highways, range roads, township roads and a few other road types.

MAIN_NAME – (type: text, length 40) - *Submission Method 1*
All portions of the road name that do not fit into the other parts of the road name.

ROAD_TYPE – (type: text, length 20) - *Submission Method 1*
The standard road type, as show in the table in Appendix C.

DIR_SUFX – (type: text, length 2) - *Submission Method 1*
The quadrant or direction of the road as per the table in Appendix C.

ACCESS_NUM – (type: text, length 20) - *May be Left Blank*
The access number identification mainly used for rural addressing.

HOUSE_ID – (type: text, length 20) - *May be Left Blank*
The house / building number identifier mainly used for civic addressing or to distinguish residences that have the same Access number.

UNIT_NUM – (type: text, length 20) - *May be Left Blank*

The unit identification for multiple structures that use the same ACCESS_NUM or HOUSE_ID.

** An address must have either a CIVIC_ID or ACCESS_NUM but cannot contain both **

- Civic addresses contain CIVIC_ID, HOUSE_ID and ROAD_NAME attributes.
- Rural addresses contain ACCESS_NUM, HOUSE_ID and ROAD_NAME attributes.

- In instances where a rural address does not have an access number,
  i.e. 100 RAILWAY AVE MD of X, format as follows:
  CIVIC_ID = MD OF X
  HOUSE_ID = 100
  ROAD_NAME = RAILWAY AVE

SOURCE - (type: text, length 20)
The origin of the data, e.g. COUNTY OF X.

System Generated Fields (Not to be altered by Municipalities)

SUB_DATE - (type: text, length 12)
Year/month/day/hour/minute i.e. 201403111541
Generated by system during data submission, a feature's geometry or attribution was last revised. The date automatically is overwritten each time the information is submitted.

MPLACES

File Format

ESRI shapefile format with location information entered as points only.

The shapefile should be named “MPLACES_X” where X is the name of the jurisdiction e.g. MPLACES_Cypress.

At a minimum this shapefile must include points for all populated places, emergency services, health, education, and recreation facilities.

Required Fields

NAME – (type: text, length 40)
The full name of the point of interest, i.e. JONES RECREATION CENTRE not RECREATION CENTRE or MARTINVILLE LIBRARY not LIBRARY.

LOCALE – (type: text, length 20)
The name of the MD / County, town, village, hamlet etc. the point is in.

- Use the short form of the name i.e. X not COUNTY OF X

- For locales with the same short form name e.g. TABER for Town of Taber or MD of Taber format as follows: TABER, TOWN or TABER, MD

CATEGORY - (type: text, length 30)
Classifications based on the following categories:

- BUSINESS
- CHURCHES & CEMETERIES
- CENTRES & HALLS
- COMMUNICATIONS
- EDUCATION
- EMERGENCY SERVICES
- GOVERNMENT
- HISTORICAL PLACES
- OIL & GAS
- OTHER
- POPULATED PLACES
- RECREATION & TOURISM
- TRANSPORTATION
- WATER SOURCES

SUB_CAT - (type: text, length 30)
Further classification of the point, defines the type of object and provides an additional a description: e.g. SHOPS-PW (May be left blank)

SOURCE - (type: text, length 20)
The origin of the data, e.g. COUNTY OF X.

ADDRESS - (type: text, length 50) - *May be Left Blank*
The physical address of the POI.

PHONE - (type: text, length 20) - *May be Left Blank*
The phone number of the POI.

System Generated Fields (Not to be altered by Municipalities)

SUB_DATE - (type: text, length 12)
Year/month/day/hour/minute i.e. 201403111541
Generated by system during data submission, a feature's geometry or attribution was last revised. The date is automatically overwritten each time the data is submitted.

Validated Schema \ Non-Distributed Fields for Municipalities Only
(Please refer to Vendor Requirements)

ZOOM - (type: short integer, length 4)
The viewable scale at which objects appear on the map. Six levels are referenced to an adjustable zoom scale (defaulted to: 0 = always on, 1 = 1:750,000, 2 = 1:100,000, 3 = 1:50,000, 4 = 1:10,000, and 5 = 1:1,000).

Example:
0 = Hospitals
1 = Villages, towns, hamlets
2 = Police, EMS, Fire
3 = Recreation, tourism, education, churches
4 = Infrastructure, government, other
5 = Business

T_SCALE – (type: short integer, length 4)
An adjustable viewable scale (0 to 5) for text labels, see examples in ZOOM.

Release History

Release 1.0 (Initial Release) September 13, 2010

Release 1.1 June 25, 2012

- Addition of tracking and label fields
- Standardized surface types and road classifications
- POI placement
- Addition of road widths and number of lanes
- Change of field type in road layer
- Change in categories in POI
- Clarification on address formatting
- Link to new website added.
- Field type change in TO_RIGHT, FR_RIGHT, TO_LEFT, FR_LEFT in road layer.
- Clarification on condo address/ address formatting.
- Clarification on POI point placement and requirement for minimum of types of POIs.
- Addition of standardized attributes to be used in SURF_TYPE.
- Addition of standardized attributes to be used in RD_CLASS and field length increased.
- Addition of SOURCE, VERS, REVDATE, NUM_LANES and RD_WIDTH.

Appendix A – Municipality names for file naming

The spreadsheet “Appendix A – Municipality Names.xlsx” provides a list of standardized abbreviations for the municipalities in Alberta.

Appendix B – Road Naming

The document “Appendix B – Road Naming.docx” provides some information on how to standardize your road names and how the road name is to be parsed into separate fields.

Appendix C – Previous Road Name Structure and Road Type List

NAME – (type: text, length 30)
The **legal name** of the road in terms of the cadastre (i.e. ATS or DLS). If a road does not have a legal name assigned to it leave the field blank.

- Township and Range Roads: Formatted as TRnnn or RRnnn representing Township Road (**TR**) or Range Road (**RR**) followed by the township/range and road allowance number (nnn). Do not insert a space between RR/TR and nnn.

- Highways: Formatted as **HWY**nnn (no space between HWY and nnn).

- Numbered Streets *(1st Street E):* Formatted numerically followed by street type and direction abbreviations i.e.: **1 ST E (NOT→** 1^{ST} St East or First St E).

- Named Streets *(Anderson Boulevard North):* Formatted using the street type and direction abbreviations i.e.: **ANDERSON BLVD N (NOT→** Anderson Boulevard North).

- Street Directions

Street Direction	Abbreviation
North	N
South	S
East	E
West	W
North East	NE
North West	NW
South East	SE
South West	SW

- Street Types

  Below is a table containing the abbreviations and formatting examples for each road type

Street Type	Abbrv.
ACRES	ACRES
ALLEY	ALLEY
AVENUE	AVE
BAIE	BAIE
BAY	BAY
BEND	BEND
BLUFF	BLUFF
BLUFFS	BLUFFS
BOULEVARD	BLVD
BRIDGE	BRIDGE
BROOK	BROOK
CAPE	CAPE
CENTRE	CENTRE
CHASE	CHASE
CIRCLE	CIR
CLIMB	CLIMB
CLOSE	CLOSE
COMMON	COMMON
COURT	CRT
COVE	COVE
CREEK	CREEK
CRESCENT	CRES
CREST	CREST
CROSS	CROSS
CROSSING	CROSSING
DALE	DALE
DOWNS	DOWNS
DRIVE	DR
END	END
ESTATE	ESTATE
ESTATES	ESTATES
FREEWAY	FWY
GARDEN	GARDEN
GARDENS	GDNS
GATE	GATE
GATEWAY	GATEWAY
GLEN	GLEN
GREEN	GREEN
GREENS	GREENS

Street Type	Abbrv.
GROVE	GROVE
HARBOUR	HARBOUR
HAVEN	HAVEN
HEATH	HEATH
HEIGHTS	HEIGHTS
HIGHWAY	HWY
HILL	HILL
HILLS	HILLS
HOLLER	HOLLER
HOLLOW	HOLLOW
INLET	INLET
ISLAND	ISLAND
ISLE	ISLE
KEEP	KEEP
KEY	KEY
KNOLL	KNOLL
LANDING	LANDING
LANE	LANE
LINK	LINK
LOOP	LOOP
MAIN	MAIN
MANOR	MANOR
MAZE	MAZE
MEADOW	MEADOW
MEADOWS	MEADOWS
MEWS	MEWS
MOUNT	MOUNT
OUTLOOK	OUTLOOK
PARADE	PARADE
PARK	PK
PARKWAY	PARKWAY
PASS	PASS
PASSAGE	PASSAGE
PATH	PATH
PLACE	PL
PLAZA	PLAZA
POINT	POINT
POINTE	POINTE
PORT	PORT

Street Type	Abbrv.
PROMENADE	PROMENADE
QUAY	QUAY
RANCH	RANCH
Range Road	RR
RIDGE	RIDGE
RISE	RISE
ROAD	RD
ROUTE	ROUTE
ROW	ROW
RUE	RUE
RUN	RUN
Sec. Highway	HWY
SHORES	SHORES
SPRINGS	SPRINGS
SPUR	SPUR
SQUARE	SQUARE
STREET	ST
STRIP	STRIP
SUMMIT	SUMMIT
TERRACE	TERRACE
Township Road	TR
TRAIL	TRAIL
VALE	VALE
VIA	VIA
VIEW	VIEW
VIEWS	VIEWS
VILLA	VILLA
VILLAGE	VILLAGE
VILLAS	VILLAS
VISTA	VISTA
WALK	WALK
WAY	WAY
WILLOW	WILLOW
WOOD	WOOD
WYND	WYND
WYNDE	WYNDE