



Väylävirasto

Digiroad

DESCRIPTION OF DATA OBJECTS 4/2020
December 2020

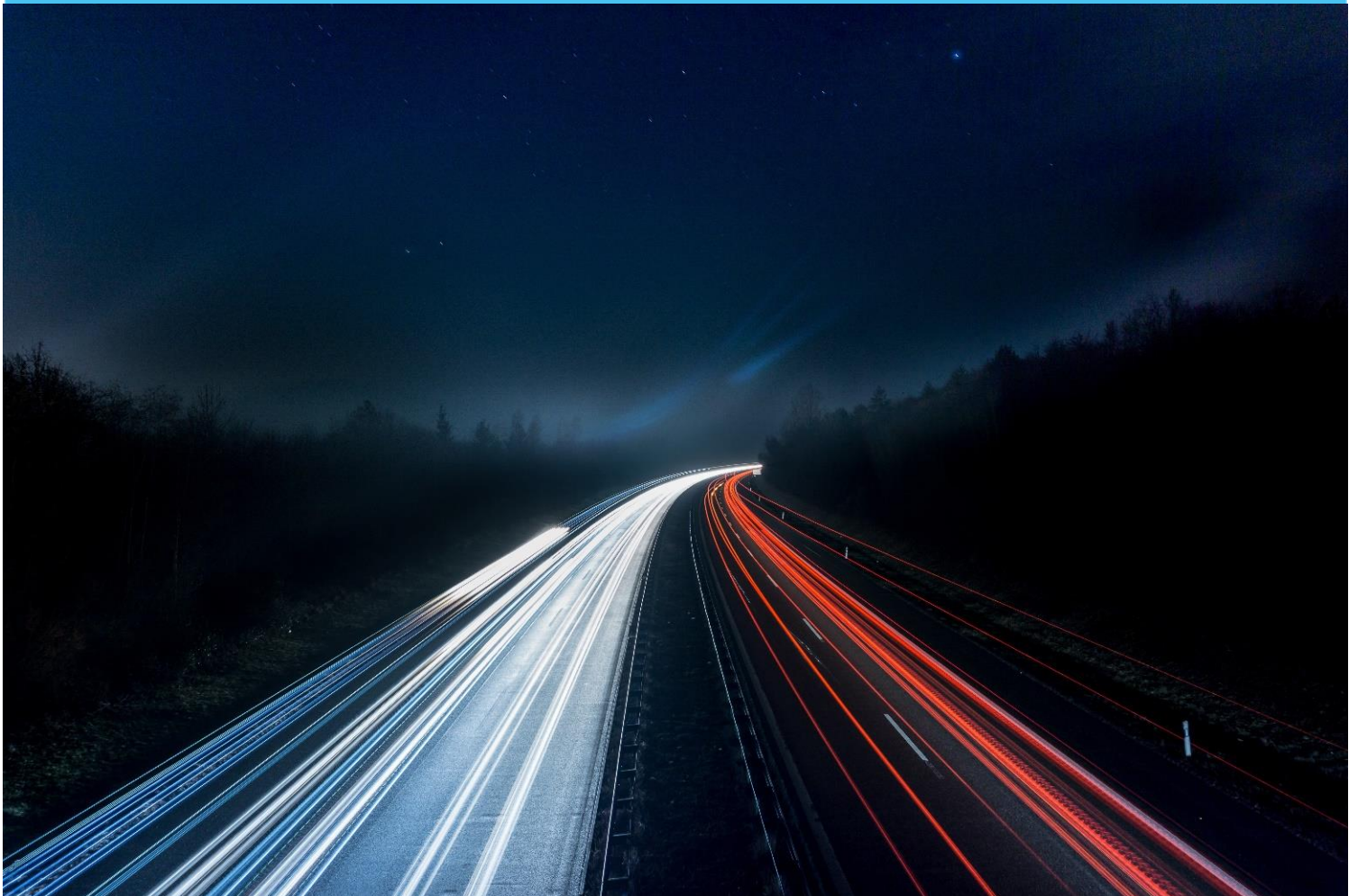


Table of Contents

1	WELCOME!	3
2	GLOSSARY	4
3	GENERAL INFORMATION ON DIGIROAD	6
3.1	Data sources and data collection	6
3.1.1	Data quality	7
3.2	Data structure in Digiroad.....	7
3.2.1	Road link.....	7
3.2.2	Linearly referenced attribute data	8
3.3	Coordinate reference systems and height systems.....	9
3.3.1	Release and delivery formats	9
3.3.2	Digiroad R	10
3.3.3	Digiroad K.....	11
3.3.4	WMS and WFS interfaces	12
3.3.5	TN-ITS interface	12
4	DIGIROAD DATA OBJECTS.....	12
4.1	Road link attribute data	13
4.1.1	Administrative class	13
4.1.2	Functional class.....	13
4.1.3	Direction of traffic flow	15
4.1.4	Road link type	15
4.1.5	Bridge, underpass or tunnel	16
4.1.6	Address data.....	17
4.1.7	Road address data.....	17
4.1.8	Geometric accuracy.....	18
4.1.9	Digitisation direction in relation to the geometry of National Land Survey of Finland.....	19
4.1.10	Link phase.....	19
4.1.11	Source of the link geometry.....	19
4.1.12	Road address growth direction.....	20
4.1.13	Other attribute data of the road link.....	20
4.2	Restricted manoeuvre	21
4.3	Point attribute data	22
4.3.1	Public transport stop.....	23
4.3.2	Barrier.....	25
4.3.3	Traffic light.....	26
4.3.4	Pedestrian crossing	26
4.3.5	Directional traffic sign	26
4.3.6	Traffic signs.....	28
4.3.7	Railway crossing	39
4.3.8	Forest road turnaround point (pilot)	40
4.4	Line attribute data	40
4.4.1	Speed limit.....	41
4.4.2	Maximum allowed ... x 7.....	42

4.4.3	Lit road	43
4.4.4	Paved road	43
4.4.5	Road affected by thawing	43
4.4.6	Width 44	
4.4.7	Road work	44
4.4.8	Parking restriction	45
4.4.9	Road treatment class	45
4.4.10	Private roads with road associations	46
4.4.11	Traffic volume	46
4.4.12	Vehicle specific restriction	47
4.4.13	Restriction for the transportation of dangerous goods (VAK)	48
4.4.14	Number of lanes	49
4.4.15	Public transport lane	50
4.4.16	E-road number	50
4.4.17	Exit number	50
4.4.18	Winter speed limit	51
4.5	Other features	51
4.5.1	Service	51
5	APPENDICES	54
5.1.1	Appendix 1. Description of data content - field names, data types and code values	55
5.1.2	Appendix 2. Public transport stop facility data and other attribute data	81
5.1.3	Appendix 3. Primary data sources by data objects	82
5.1.4	Appendix 4. Time domain character string	86

1 Welcome!

Digiroad is a national database that contains the geometry of the Finnish road and street network featured with the most important road attribute data.

This document provides a detailed description on the Digiroad data features.

More info on Digiroad can be found at our [website](#).

We are happy to help with all matters concerning Digiroad:

info(a)digiroad.fi

tel. +358 40 507 2301

2 Glossary

Digiroad Information System

The Digiroad information system is a national road and street database for which Finnish Transport Agency is responsible and which includes centre line geometry of streets and roads and traffic attribute data.

JHS

Central and local government information management is governed by JHS recommendations (Public Administration Recommendation). JHS refers to a uniform method, specification or guideline issued for the use of central and local government administration.

Centre line geometry

Digiroad centre line geometry is formed by line segments that describe the positions of centre lines of roads, streets, walking and cycling lanes and ferry connections.

Traffic network

Traffic network is an entity consisting of road links connected to each other with nodes. The Digiroad traffic network is topologically consistent, with the exception of certain road links, for examples on islands.

Linear referencing

Linear referencing is a method of indirect spatial referencing in which a position is located by a known point in a linear reference frame (a road link in Digiroad).

Linear reference frame

Linear reference frame is a line geometry from which position in relation to a known point on a line can be determined, for example according to a measure value like in Digiroad.

Linearly referenced object

Linearly referenced feature is a section in the Digiroad road network without a geometry. The feature is located from the road network dynamically by measure values.

Measure value, M value

Measure or M value is attribute data of linear geometry that helps to define the position on a line unambiguously.

Attribute data

Attribute data is an entity of identifiable, timetable and descriptive properties of a feature. Data objects themselves are attribute data for the

road network. In addition, there are data object specific attribute data, such as the type of public transport stop and validity direction.

Features of traffic system

A feature of traffic system is an independent part of the system. For example, a public transport stop is a feature of traffic system with its unique attribute data. The position of the feature may be saved by linear referencing or it may have a position outside the traffic system, indicated by coordinate data.

Point attribute data

Point attribute data refers to attribute data that have a point as the geometric shape of its position. Point attribute data has no M value, with which it could be referenced on the road link geometry. That makes point attribute data separate from the road network. In Digiroad, point attribute data refers to a service.

Point segment

Point segment refers to attribute data whose indirect position is a location in the road link, i.e. a measure. The geometric shape, formed by linear referencing of the attribute data, is a point.

Segment

In Digiroad, a segment refers to road link attribute data that has no geometry of its own. A segment is dynamically located in the road link with M values. There are point and line segments.

Position

In Digiroad, position refers to feature attribute data given by coordinates.

Road link

A linear data object describing the traffic network geometry.

Road link attribute data

Road link attribute data refer to attribute data describing a road link across its entire length. Road link attribute data include data such as functional class, direction of traffic flow and Link-ID.

Data object

Data object refers to traffic network attribute data such as a speed limit or a public transport stop.

Line segment

Line segment refers to attribute data whose indirect position is the distance between two measures on a road link. Line is the geometric shape formed by linear referencing of attribute data.

3 General information on Digiroad

Digiroad is a national road and street information system which includes centre line geometry of streets and roads, traffic attribute data and the features of the traffic system.

Centre line geometry includes vehicle accessible roads, ferry and cable ferry connections for vehicles, and separate pedestrian and cycle lanes.

Traffic attribute data refer to data such as speed limits, permitted traffic flow directions as well as weight and height limits.

Digiroad data can be applied to e.g. services, analyzes and applications related to traffic and navigation.

This document describes the structure and data objects of Digiroad. In this description, data objects have been divided into attribute data of road links, point attribute data, and linear attribute data.

Name and identifiers	Digiroad, FI1000018
References	INSPIRE Data Specification on Transport Networks (17 th April 2014) INSPIRE Generic Conceptual Model (18 th June 2010) JHS 177 Paikkatietotuotteiden määrittely (21 st October 2010)
Information about definition	Name: Digiroad Date: 23 rd May 2016 Author: Finnish Transport Agency (FTA) Language: Finnish
Metadata	http://paikkatietohakemisto.fi/geonet-work/srv/fi/metadata.show?uuid=34155a94-b58b-4ad0-87e6-f96d2db0f3ba (material behind the link in Finnish)

3.1 Data sources and data collection

The National Land Survey of Finland, the Finnish Transport Agency, municipalities, and a few other authorities provide source data for Digiroad. Digiroad data covers the entire Finland. Data collection is based on the Law of the data system of road and street network 28.11.2003/991. The primary data sources are specified according to the data objects in Appendix 3. The Digiroad operator is responsible for harmonizing and integrating the material produced by different vendors into one country-wide material.

3.1.1 Data quality

For the time being, quality reports or other documents related to data quality are not published regarding Digiroad data objects.

Coverage and accuracy	Digiroad data covers the entire Finland. The quarter who utilizes the data should take into account that the maintenance of Digiroad data objects by municipalities is varied. Therefore, the data quality in different parts of the material varies considerably. The road network data is mostly maintained in the road register by the Finnish Transport Agency. This data may also vary regionally.
Logical integrity	The data is conceptually and topologically sound.
Geometric accuracy	The geometric accuracy of the road links is approximately 3 metres.
Temporal accuracy	The date when the geometry has been extracted from the NLS topographic database is announced when the material is released. All features in Digiroad data have a last modified date in the release. Digiroad data is maintained continuously.
Thematic accuracy	Not known

3.2 Data structure in Digiroad

The Digiroad information system contains information on the centre line geometry of the road network as well as traffic attribute data. The centre line geometry of the Digiroad network of roads and streets consists of road links joined together with nodes. Each road link has a node at both ends. With regard to geometry, road links are linear objects whereas nodes are point objects.

3.2.1 Road link

A road link is the basic unit of centre line geometry. As regards their length, road links usually cover the distance between intersections but they can also be shorter. Road links may be split between intersections if an administrative class or road link attribute data (name, surface type) changes. A more detailed description of road links can be found in the JHS188 recommendation. The length of road links is already defined in the NLS topographic database in which the road links utilized in Digiroad are maintained. Some of the data objects in Digiroad are attribute data of road links, and these attribute data always cover the length of the entire road link. Examples of such data objects are road name, road address, and traffic flow direction.

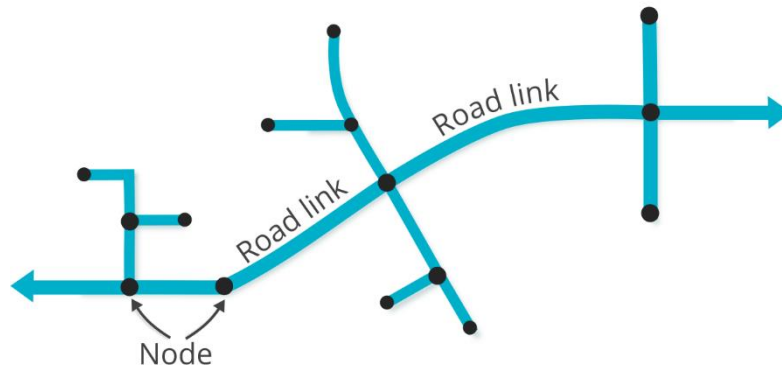


Image 1. Digiroad network of roads and streets consists of road links.

An M value has been attached to the geometry of a road link. The M value and the road link are used for locating attribute data by means of linear referencing.

3.2.2 Linearly referenced attribute data

Some of Digiroad's data objects are attribute data that have been attached to road links by means of linear reference frame. These data objects can be either linear or point-form, and they need not be of the same length as the entire road link. Linearly referenced attribute data do not have their own geometry but refer to a road link and a position on the road link. In Digiroad, however, a geometry has been generated for each attribute data based on road link geometry.

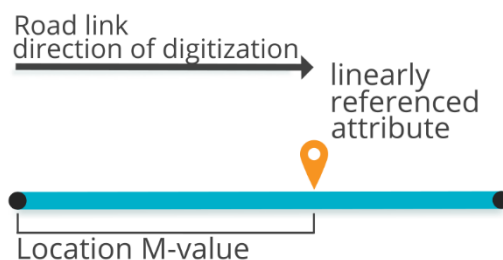


Image 2. Linearly referenced point attribute data for road links (e.g. public transport stop).

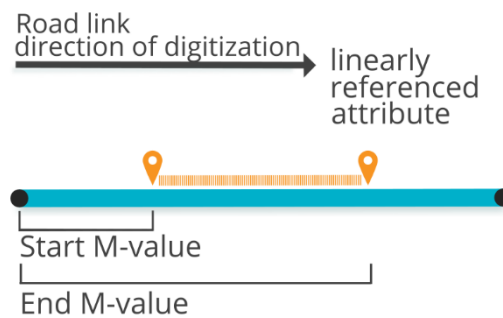


Image 3. Linearly referenced line attribute data for road links (e.g. speed limit).

The M value represents a position on the road link, i.e. the distance from the start point of the road link. The start M value determines the distance from the start point of the road link to the start of the attribute data, and the end M value determines the distance from the start point of the road link to the end of the attribute data. A single M value refers to point reference data whereas line attribute data has both start and end M values. The start M value for all road links is 0. Moreover, the start M value is a calculatory measure and does not directly correspond to e.g. the actual length of a road link in metres although the difference is usually not significant.

3.3 Coordinate reference systems and height systems

Digiroad uses the EUREF-FIN coordinate reference system as well as the ETRS-TM35FIN projection (EPSG: 3067) which is based on UTM projection. Moreover, Digiroad uses a rectangular coordinate system in which coordinate points have a north coordinate and an east coordinate. The coordinates are given in metres and marked with letters 'P' and 'I'. The heights of road network objects in Digiroad are based on height data in the topographic database, and the height data derives from elevation model 2 m which covers the whole of Finland. If elevation model 2 m is unavailable, the height data will be derived from elevation model 10 m.

As the EUREF-FIN coordinate reference system deviates from the WGS84 coordinate reference system by less than one metre, the two systems can be considered congruent for most purposes.

3.3.1 Release and delivery formats

The latest Digiroad data can be downloaded from the Finnish Transport Agency's distribution service for open datasets:

<https://aineistot.liikennevirasto.fi/digiroad/latest/>.

Previous releases are available in the same distribution service:
<https://aineistot.liikennevirasto.fi/digiroad/>.

The file format for extracted data is ESRI Shapefile. From publication 2/2018 onwards the data is available also in GeoPackage format.

The data itself is released in two different exports:

- Digiroad R export, files according to the export area
- Digiroad K export, files according to the export area

Both delivery formats contain road link geometry as well as linear and point data objects as their own separate shapefiles. Thus, each data object and its attribute data can be utilized as independent material.

Both delivery formats have the exact same data content as regards data objects and their attribute data.

Below is a more detailed description of the characteristics of both delivery formats.

3.3.2 Digiroad R

Digiroad R is a delivery format in which the length of both road link geometry and linear data objects generally equals to the distance between intersections. Point objects do not split road links or linear objects.

When necessary, data objects can be attached to road links by linear referencing. The referencing process utilizes the LINK_ID tag included in each shapefile as well as the m-values for objects. The location of linear objects as well as the start and end points of their length is given as m-values.

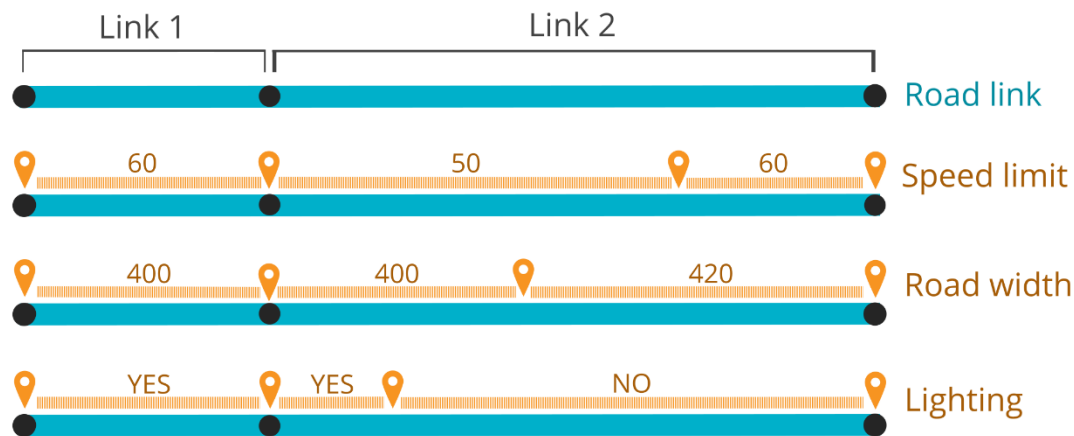


Image 4. In Digiroad R, the position of data objects has been referenced linearly.

3.3.3 Digiroad K

Digiroad K is a delivery format in which road links and shapes that contain linear data objects have been formed in the way that the geometry of both road links and all data objects is split if any attribute data changes. Consequently, the data may also contain very short links. Point data objects do not, however, split the geometry of road links or linear data objects. The split links have the same link_ID if they form a single uniform object in the topographic database (or in Digiroad R). Furthermore, the split links have been identified by a separate identifier, SEGM_ID.

This identifier consists of the code or number for the municipality where the segment is located as well as a consecutive number generated in the splitting order. If the links in the image below were located in the Helsinki area, their segment IDs would be as follows: LINK_ID = 1; SEGM_ID = 91_1, LINK_ID = 2; SEGM_ID = 91_2, 91_3, 91_4, 91_5). The same SEGM_ID is inherited to all shape-files describing different data objects. The identifier for a disconnected link is delivery-specific.

The delivery format of Digiroad K export is suitable for use with e.g. MapInfo (version 7 or later).

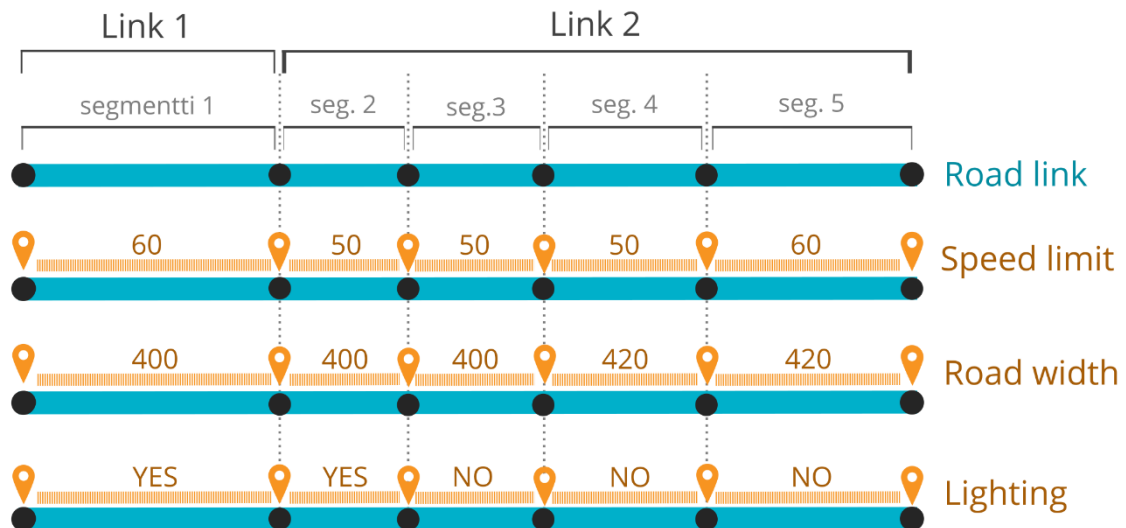


Image 5. In Digiroad K, the road links have been split into homogenous parts based on their attribute data.

3.3.4 WMS and WFS interfaces

Digiroad is also published on the Vayla's (Finnish transport infrastructure agency) view and download service by data type via the WMS and WFS interface service. The WFS interface works best with municipal boundaries and instructions for utilization can be found on the Digiroad interface page.

3.3.5 TN-ITS interface

Changes related to speed and weight limits in Digiroad data are released once a day as an xml file through the TN-ITS interface. A link to the interface can be found on the Digiroad website.

4 Digiroad data objects

This chapter provides information on the data objects used in the new Digiroad system. The definition of the object, attribute data, code values and data type of attribute data, and data coverage are given for each data object.

For the fields corresponding to the attribute data in the Digiroad export, please see Appendix 1, Description of data content.

4.1 Road link attribute data

The Digiroad traffic network includes vehicle accessible roads, vehicle tracks, ferry and cable ferry connections for vehicles, and separate pedestrian and cycle paths. The road link geometry is provided by the National Land Survey of Finland. The road link attribute data applies to the entire distance of a road link.

4.1.1 Administrative class

Definition

The administrative class assigns a state, municipality or private owner to a road link. The administrative class does not describe which municipality or road association owns the road. The administrative class is maintained by the National Land Survey of Finland from the beginning of 2016.

Coverage

Data is included for all road links excluding walking and cycling paths and vehicle tracks.

Abbreviation in the Road Link table

HALLINN_LK

Administrative class		
Owner type	Code value	Description
State	1	Road is owned by the state (road).
Municipality	2	Road is owned by a municipality (street).
Private	3	The road is privately owned, for example by a road association.
Not known	99	No data

4.1.2 Functional class

Definition

The functional class describes the importance of a route for traffic. Functional class describes:

- Service level of route to the traffic
- Intention of the route maintainer to direct traffic to the route.

The functional classes of roads *largely* follow the Finnish Transport Agency's road classification (class I, class II, regional and connecting roads). Functional classes of streets may be determined by municipalities. The basis for the classification is the one used in the land use plan. If a road continues as a street, municipal boundaries and the functional class of the road also affect

the classification. The functional classes of private roads are determined in accordance with the importance, width and condition of the road.

Coverage

Data applies to all road links.

Abbreviation in the Road Link table

TOIMINN_LK

FUNCTIONAL CLASS		
Functional class	Code value	Description
Class I main road or regional main street	1	<p>Main roads are the principle roads in the Finnish road network. In the Finnish road numbering system, main roads are numbered from 1 to 39.</p> <p>Regional main street serves mainly long distance or transit traffic and incoming traffic. There may also be traffic within the municipality on a regional main street. In terms of traffic, more important than code value 2 regional main street.</p>
Class II main road or regional main street	2	<p>Class II main roads are part of the Finnish road network complementing the class I network and serving regional traffic. Together with the class I main roads they form the network of Finland's main roads.</p> <p>Regional main street serves mainly long distance or transit traffic and incoming traffic. There may also be traffic within the municipality on a regional main street.</p>
Regional road or local main street	3	<p>Regional roads belong to the Finnish road network serving regional traffic and providing connections to class I and II main roads.</p> <p>Local main street serves mainly traffic within a municipality, e.g. from a suburb to the city centre or the traffic between different surrounding areas. There may also be long-distance, transit or incoming traffic on a local main street.</p>
Connecting road or collector street	4	<p>Connecting roads are roads in the Finnish road network that are not class I or II main roads or regional roads.</p> <p>Collector street collects traffic from a traffic cell to main streets and roads. There should be no through traffic on collector streets in the traffic cells.</p>
Feeder street or class I private road	5	<p>Feeder street connects land use with collector streets and roads. There is a direct connection from a feeder street to a plot of land or a building site.</p> <p>The use of class I private road is commonly allowed and it can be used throughout the year. Typically a class I private road is very important for the traffic in the area and there is also a road association that has</p>

		been established and it has received funds from the state or municipality.
Class II private road	6	Class II private roads include all other private roads, excluding private and forest roads, which are not in class I private roads and which are accessible by vehicles.
Vehicle track	7	Vehicle tracks are other private or forest roads, which may not be accessible by car but can be used by pedestrians, bicycles or off-road vehicles. Vehicle tracks can connect with the road network without a common end point. This is a new class added to the Digiroad data model.
Pedestrian and cycle path	8	Walking and cycling paths are mainly used by pedestrians and bicycles and, in some cases, mopeds.
	0 / null	No data

4.1.3 Direction of traffic flow

Definition

The direction of traffic flow is determined in relation to the direction of digitization of a road link.

Walking and cycling paths may also be described as one-way if the traffic is only allowed in one direction.

Coverage

Data applies to all road links.

Abbreviation in the Road Link table

AJOSUUNTA

DIRECTION OF TRAFFIC FLOW	
Direction of traffic flow	Code value
Traffic is permitted in both directions	2
Traffic is permitted against the direction of digitization	3
Traffic is permitted in the direction of digitization	4

4.1.4 Road link type

Definition

The road link type describes the physical or traffic attribute data of a road link.

Coverage

Data applies to all road links.

Abbreviation in the Road Link table

LINKKITYYP

ROAD LINK TYPE

Road link type	Code value
Part of a motorway	1
Part of a multiple carriageway, which is not a motorway	2
Part of single carriageway	3
Part of a semi-motorway	4
Part of a roundabout	5
Slip road	6
Rest area	7
Walking and cycling path	8
Part of a pedestrian zone, e.g. a pedestrian street or footpath	9
Part of a service or emergency road	10
Enclosed traffic area	11
Vehicle track, roads accessible by off-road vehicles	12
Service access point on a motorway	13
Route for special deliveries without a locked barrier structure	14
Route for special deliveries with a locked barrier structure	15
Ferry/cable ferry	21
Not known	99 (no data)

4.1.5 Bridge, underpass or tunnel

Definition

Road link, which is a bridge, underpass or tunnel. The other one of the centre line geometries crossing each other on different levels has a definition underpass while at the same point the other link gets the definition bridge (although in actual fact lowest/upper road link is at the ground level).

The bridges that cross each other are classified according to their level in the following way: the first bridge from the ground level gets the value 1, the second one gets the value 2, etc.

The levels below the ground are marked with values -2 and -3 in the way that the -2 level is closer to the ground level.

Coverage

Data applies to all road links.

Abbreviation in the Road Link table

SILTA_ALIK

BRIDGE, UNDERPASS OR TUNNEL	
Bridge, underpass or tunnel	Code value
Tunnel	-11
Underground level	-3
Underground level	-2
Underpass	-1
At the Ground level	0
Bridge, level 1	1
Bridge, level 2	2
Bridge, level 3	3
Bridge, level 4	4

4.1.6 Address data

Definition

A road link, which has a road number, road part number, carriageway information and start and end distance from the beginning of the road part.

Åland has the same road number

The road link address data include street names in Finnish, Swedish and Sami (if present), the first house on the right and left, the last house on the right and left, and the municipality code.

If the road link does not have address numbers, the field value 0 / null (No data) (in the Digiroad releases) is used. If a link is located in the border of two municipalities the municipality code refers to the municipality in which link is mostly located in. The municipality codes consist of one to three digits, no initial zeros are added (eg. Helsinki 91).

Abbreviation in the Road Link table

TIENIMI_SU;
TIENIMI_RU;
TIENIMI_SA;
ENS_TALO_V;
ENS_TALO_O
VIIM_TAL_V
VIIM_TAL_O
KUNTAKOODI

4.1.7 Road address data

Definition

Road link including a road number and the number of the part of the road, carriageway and start and end distance for the road link (from the beginning of the road part).

Since Åland and the mainland share the same road numbering space, the road links in Åland have the same road numbers as in the continental Finland.

Coverage

Information applies to all state-owned roads.

Abbreviation in the Road Link table

TIENUMERO; TIEOSANRO; AJORATA; AET; LET

4.1.8 Geometric accuracy

Definition

The accuracy of the horizontal position of the road link is a metric class, for example 3 metres.

Abbreviation in the Road Link table

SIJ_TARK; KOR_TARK

GEOMETRIC ACCURACY	
Accuracy of the horizontal position	Code value
Not defined	0
0,5 m	500
0,8 m	800
1 m	1000
2 m	2000
3 m	3000
4 m	4000
7 m	5000
7,5 m	7500
8 m	8000
10 m	10000
12,5 m	12500
15 m	15000
20 m	20000
25 m	25000
30 m	30000
40 m	40000
80 m	80000
100 m	100000

If the vertical accuracy information for the road link is interpolated from the height model, the code is either "KM10" (traced from the 10 m resolution height model), or "KM25" (traced from the 25 m resolution height model).

VERTICAL ACCURACY	
Vertical accuracy	Code value
Not defined	1
KM 2 m	201
0,5 m	500
0,8 m	800
1 m	1000
2 m	2000
3 m	3000
4 m	4000
5 m	5000
7,5 m	7500
8 m	8000
10 m	10000
12,5 m	12500
15 m	15000
20 m	20000
25 m	25000
30 m	30000

40 m	40000
80 m	80000
100 m	100000
KM 10 m	100001
KM 25 m	250001

4.1.9 Digitisation direction in relation to the geometry of National Land Survey of Finland

Definition

With the assistance of this field it can be deduced, if the direction of the digitization has changed in relation to the direction of digitization mentioned in the topographic database of the National Land Survey of Finland.

Abbreviation in the Road Link table

GEOM_FLIP

DIRECTION OF TRAFFIC FLOW	
Direction of traffic flow	Code value
Direction of digitization remained the same	0
Changed direction of digitization	1
Not known	null

4.1.10 Link phase

Definition

Road link phase specifies, whether the road link is in use, under construction or planned. Link will be defined as "planned" if an investment decision has been made.

Abbreviation in the Road Link table

LINK_TILA

LINK PHASE	
Link phase	Code value
Digitisation direction remains the same	Null
Under construction	1
Planned	3

4.1.11 Source of the link geometry

Definition

Source of the road link specifies, whether the link geometry derives from the National Land Survey or some other data source. Other sources remain unspecified at least at this stage. If a need for a more detailed information concerning the sources arises in the future, this classification can be specified.

Abbreviation in the Road Link table

GEOM_LAHDE

SOURCE OF LINK GEOMETRY	
Geometry source	Code value
National Land Survey	1
Other, not specified	2

4.1.12 Road address growth direction

Definition

The growth direction of the road address indicates the direction of storage of the road address in the road register

Abbreviation in the Road Link table

TIEN_KASVU

Tieosoitteen kasvusuunta	
Tieosoitteen kasvusuunta	Koodiarvo
The road link in the direction of digitization	1
The road link against the direction of digitization	2
Not known	Null

4.1.13 Other attribute data of the road link

The other attribute data of the road link include:

- The date of the last edition MUOKKAUSPV
- Link ID
- LINK_MML_ID
- The M value of the start and the end point of the link ALKU_PAALU ja LOPP_PAALU
- The attribute data also includes road classification according to the topographic database by the National Land Survey (MTK_TIE_LK). The information included in the classification is described more specifically in National Land Survey's website (www.maanmittauslaitos.fi).

4.2 Restricted manoeuvre

Definition

Restricted manoeuvre indicates prohibited or blocked manoeuvres.

Restricted manoeuvre data refers to the relation between road links. Restricted manoeuvre consists at least of the related start and end links (U-turns can consist of up to four links), period of validity, exceptions and additional data. Exceptions indicate the vehicles to which the restriction is not applied.

Manoeuvre data is carriageway specific, not lane specific. Restricted manoeuvre can exist between road links only if turning to another road link is forbidden from each lane.

In Digiroad, no such restricted manoeuvre is maintained that is forbidden by the Road Traffic Act. These include, for example turning to one-way road link against the direction of the traffic flow or turning to walking and cycling path.

Coverage

Information applies to roads, streets and private roads.

Link to the Restricted manoeuvre table

Restricted manoeuvre

RESTRICTED MANOEUVRE	
Exception to the restricted manoeuvre	Code value
Truck	4
Bus	5
Van	6
Passenger car	7
Taxi	8
Motorcycle	9
Moped	10
Articulated vehicle	13
Tractor or farm vehicle	14
Car with trailer / recreational vehicle	15
Military vehicle	19
Driving in service purposes	21
Driving to a lot	22
Snow mobile	27

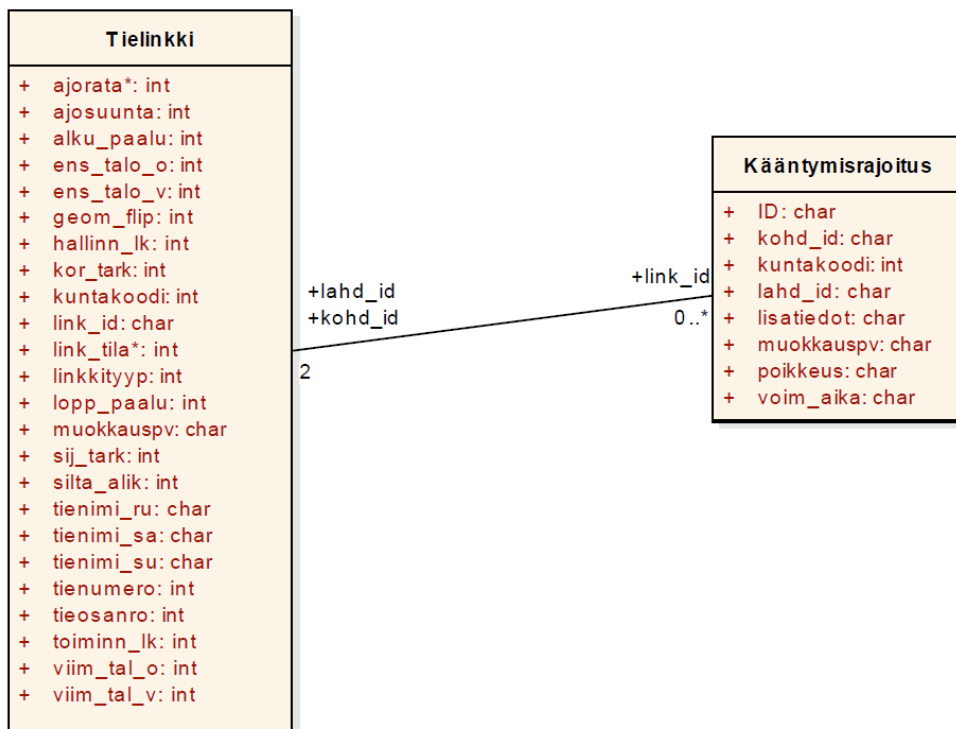


Image 6. Restricted manoeuvre can be joined to road links according to the source link ID information and the object link ID information.

Tielinkki – Road link

Kääntymisrajoitus – Restricted manoeuvre

lahd_id – Source link ID

kohd_id – Object link ID

4.3 Point attribute data

Point attribute data refer to linear referencing attribute data that have only one M value which is the distance from the start of the link. All point attribute data objects have at least the following data:

POINT ATTRIBUTE DATA		
Attribute data	Data type	Description
ID*	Numerical	The ID identifying the object
Link ID	Numerical	The link ID of the link where the object is located.
Distance from the start of the link	Numerical	The position of the object on a road link measured from the start.
Last edited	Character string	Time last edited or added to the system.
Municipality code	Code value	Municipality code of the object.

*) For the bus stops, the national ID is used.

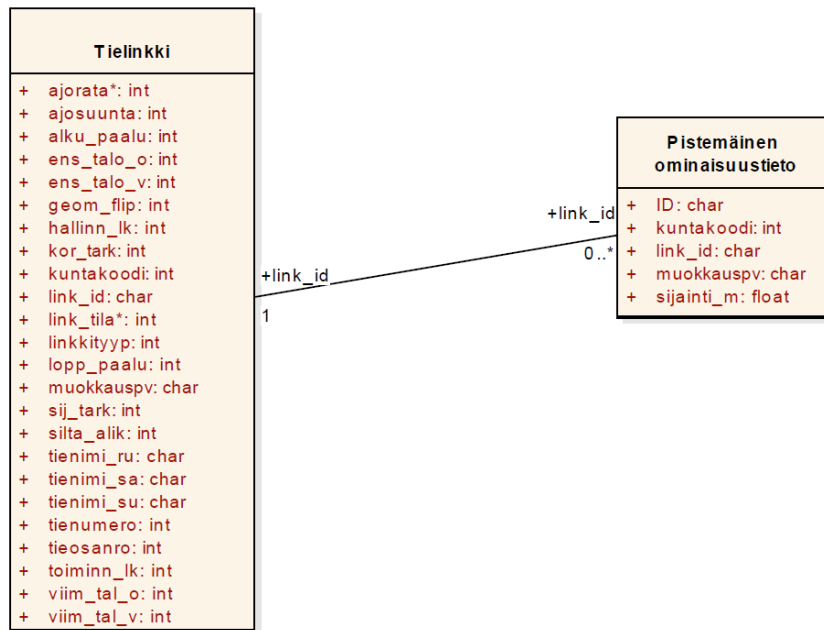


Image 7. Figure: Point attribute data can be joined to the road links by linear referencing, according to the link ID attribute data and M values.

Tielinkki – Road link

Pistemäinen ominaisuustieto – Point attribute data

4.3.1 Public transport stop

Definition

A stop used by public transport.

The position of the public transport stop either refers to the position in the material provided or a position assigned to the stop in the user interface. In the interface, the position of the stop is generated by linear referencing. In this case, the road link of the stop and the M value determining its position on the road link are known. In addition, the stop is assigned by its coordinates (x, y) in the interface.

The position given by the data provider is indicated in the fields X (east coordinate), Y (north coordinate) and Z (height). These coordinates are assigned in the user interface and do not necessarily match with the linearly referenced positions.

For public transport stop facility data and other attribute data, please see Appendix 2.

Coverage

A public transport stop can be located on any road link with the exception of walking and cycling paths, ferries and cable ferries.

[Link to the Public transport stop table](#)

Public transport stop

PUBLIC TRANSPORT STOP			
Attribute data	Data type	Description	Code values
Coordinate X (east coordinate)	Numerical	X coordinate of the stop in the Digiroad database. Calculated using the road link and M value.	
Coordinate Y (north coordinate)	Numerical	Y coordinate of the stop in the Digiroad database. Calculated using the road link and M value.	
Link ID	Numerical	The Link-ID of the road link where the stop is located*	
M value	Numerical	Stop position on the road link*	
Validity direction	Code value	Stop validity direction in relation to the direction of digitisation of a road link*	2 In the direction of digitisation 3 Against the direction of digitisation
Last edited	Character string	The date the object was last modified.	
National ID	Numerical	Nationally unique identifier for the stop.	
Name in Finnish	Character string	Name of the stop in Finnish.	
Name in Swedish	Character string	Name of the stop in Swedish.	
Data administrator	Code value	Authority administering the data in Digiroad.	1 Municipality 2 Centre for Economic Development, Transport and the Environment (ELY Centre) 3 Helsinki Regional Transport 99 Not known
Administrator identifier	Character string	The unique identifier assigned to the stop by the administrator in their own system.	
Livi identifier	Character string	The stop Livi identifier that corresponds to the identifier in the road register. Only applies to stops on the roads.	
Traveller identifier	Character string	The stop identifier physically displayed at the public transport stop.	
Ground coordinate X (east coordinate)	Character string	The calculated X coordinate of the stop's location. Ground coordinates are provided by the data administrator and may not correspond to those given in the application.	

Ground coordinate Y (north coordinate)	coordinat	Character string	The calculated Y coordinate of the stop's location. Ground coordinates are provided by the data administrator and may not correspond to those given in the application.
Ground coordinate Z	coordinat	Character string	The calculated Z coordinate of the stop's location. Ground coordinates are provided by the data administrator and may not correspond to those given in the application.
Direction of travel		Character string	Free description of the direction of the stop.
Traffic bearing		Numerical	Degree between 0 and 360. Describes the stop validity direction.
Valid from date		Time stamp	Date when the stop is first used.
Valid to date		Time stamp	Date when the stop is used for the last time.
Stop type		Code value	The stop type indicates the type of traffic served by the stop. A stop may be assigned more than one type. 1 Tram 2 Local transport 3 Long-distance transport 4 Express bus 5 Virtual stop 6 Terminal 99 No data
Disconnected from geometry**		Code value	The geometry of the road link where the stop is located has changed considerably, disconnecting the stop from the geometry. 1 Connected to geometry 2 Disconnected from the geometry
Zone		Character string	Zone Information for VVH Areas Using Flag Zones: eg A, B, C

**) If the stop is disconnected from geometry, its Link-ID, M value and validity direction are null.*

***) The expired stops anymore are not updated to the link geometry if the geometry is changed.*

4.3.2 Barrier

Definition

Barriers are blocked passages or traffic barrier gates which can be opened. Blocked passage refers to a physical barrier on the road and street network that prevents passing through. For example, the connection of the streets may be blocked with stones, ditch or a traffic barrier gate which cannot be opened.

A traffic barrier gate which can be opened is a point in a central line geometry which is locked but can be opened.

Coverage

Information applies to streets and private roads.

Link to the Barrier table
Barrier

BARRIER	
Barrier type	Code value
Blocked passage	1
Traffic barrier gate which can be opened	2

4.3.3 Traffic light

Definition

Intersection traffic light control is marked as a point segment at the distance of 5 meters from the intersection. It applies on all the links that have direction of travel towards the intersection.

A traffic light that is between intersections is described as a point e.g. beside a pedestrian crossing guided by traffic lights in the case that no intersecting geometry exists.

Coverage

Information applies to roads and streets.

Link to the Traffic light table
Traffic light

4.3.4 Pedestrian crossing

Definition

A pedestrian crossing marked with a traffic sign and road markings.

Coverage

Information applies to streets.

Link to the Pedestrian crossing table
Pedestrian crossing

4.3.5 Directional traffic sign

Definition

Directional traffic sign and its information are the signposts which are situated on or directing to motorways or semi-motorways. Typically directional sign is located at a junction or just before it. There may be several directions (pieces of information on a directional sign) on a directional traffic sign.



Image 8. Image shows four directions, i.e. four pieces of information, on a directional traffic sign (in a directional traffic sign segment).

Directional traffic sign information contains the following data, separated by a semicolon:

PLACE NAMES;COLOUR;LOCATION

Within the fields, the information is separated by a colon, for example:
"HELSINKI:HELSINGFORS;1;500"

More detailed description of the parts of the character string:

- Place names:
Names of places written as in the directional traffic sign (all CAPITAL letters).
- Background colour:
no data
green (motorway or semi-motorway)
blue (road)
white (local, e.g. a town district))

Location

Distance of the directional traffic sign from the junction in metres.

Coverage

Information applies to streets, roads (1-299), and some private roads. Information is not particularly comprehensive and its quality may vary according to the area.

Link to the Directional traffic sign table
Directional traffic sign

DIRECTIONAL TRAFFIC SIGN			
Attribute data	Data type	Description	Code values
Validity direction	Code value	Direction of travel in relation to the direction of the digitation on link.	2 In the direction of the digitisation 3 Against the direction of the digitisation
Bearing	Numerical	Degree	
Text	Character string	List of content	

4.3.6 Traffic signs

Definition

Traffic control device that points the start and end point of traffic rules for example speed limits. Traffic sign data include warning signs, priority and give-way signs, prohibitory and restrictive signs, additional panels, mandatory signs, information signs, regulatory signs and service signs. In this data extraction the additional panels are on their individual points. In the future there will be a batch run that joins the correct additional panels to their main traffic signs.

Coverage

The data covers state roads, municipality street network and some private roads. On state roads data, has been extracted from Tierekisteri. On municipality roads data is maintained by municipalities. Data is not yet comprehensive for the whole country and there may occur errors in state roads and municipality street network. We are working to improve the quality and coverage of the data in the future.

Liikennemerkki				
Attribute data	Data type	Description	Code values	
Value	Numerical	Traffic sign value, for example 80 on speed limit sign		
Additional info	Character string	Value of the traffic sign if not numerical		
Status	Code value	The state of the traffic sign	1	In the works
			2	Under construction
			3	Permanently enabled (default)
			4	Used temporarily
			5	Temporarily disabled
			6	Permanently disabled
Location	Code value	Where the traffic sign locates on the road	1	Right side of the lane (default)
			2	Left side of the lane
			3	Above the lane
			4	Central island or traffic divider
			5	Longitudinal to the direction of lane
			6	Outside the road and street
			Null	

					network, for example on a parking area Not known
Damage type	Code value	Damages on a traffic sign	1 2 3 4 null		Rusted Battered Painting Other damage Not known
Size	Code value	The size of the traffic sign	1 2 3 Null		Small sign Normal sign Large sign Not known
Lane	Code value	The lane where the sign locates on			Lane numbering can be checked from the Digiroad Road Traffic Act
Structure	Code value	Specifies the location of the traffic sign	1 2 3 4 5 6 7 Null		Pillar Wall Bridge Portals Half portal Boom or other barrier structure Other Not known
Condition	Code value	The condition of the traffic sign	1 2 3 4 5 Null		Very bad Bad Satisfactory Good Very good Not known
Film type	Code value	The film on a traffic sign	1 2 3 Null		R1 class film R2 class film R3 class film known
Urgency of repair	Code value	The urgency of repair	1 2 3 4 Null		Great urgency Urgent Somewhat urgent Not urgent Not known
Material	Code value	Traffic sign material	1 2 3 Null		Plywood Aluminium Other Not known
Additional plate color	Code value	Color of additional plate	1 2 Null		Blue Yellow Not known
Additional plate size and film	Code value	The size and film on an additional plate			Same as main traffic signs
Traffic sign type	Code value	Traffic sign code value	New A1.1 A1.2 A2.1 A2.2 A3.1 A3.2	Old 111 112 113 114 116 115	Name Right bend Left bend Several bends, first bend right Several bends, first bend left Dangerous ascent Dangerous descent

A4	121	Road narrows
A5	122	Two-way traffic
A6	131	Swing bridge
A7	132	Ferry, quay or river bank
A8	133	Traffic congestion
A9	141	Uneven road
A10	141a	Uneven road
A11	142	Road works
A12	143	Loose gravel
A13	144	Slippery road
A14	147	Dangerous shoulders
A15	151	Pedestrian Crossing
A16		Pedestrians
A17	152	Children
A18	153	Cyclists
A19	154	Ski track
A20.1	155	Elks
A20.2	156	Reindeer
A20.3		Deer
A21	161	Intersection with Equal Roads
A22.1	162	Intersection with minor roads on both sides
A22.2		Intersection with two minor roads on both sides
A22.3	163	Intersection with one minor road on the right/left
A22.4	164	Diagonal Intersection with one cross minor road
A23	165	Light signals
A24	166	Roundabout
A25	167	Tramway line
A26	171	Level crossing without gate
A27	172	Level crossing with gates
A28.1	173	Approach level crossing three strips
A28.2	174	Approach level crossing two strips
A28.3	175	Approach level crossing one strip
A29.1	176	Level crossing with one track
A29.2	177	Level crossing with many track
A30	181	Falling rocks
A31	182	Aircrafts flying at low altitude
A32	183	Cross wind
A33	189	Other dangers
B1	211	Priority road
B2	212	End of priority
B3	221	Priority over oncoming traffic

B4	222	Priority for oncoming traffic
B5	231	Give way
B6	232	Stop
B7		Give way for cycles
C1	311	Closed to all vehicles
C2	312	No entry for power-driven vehicles
C3	313	No entry for lorries and vans
C4	314	No entry for vehicle combinations
C5	315	No entry for tractors
C6	316	No entry for motor cycles
C7	317	No entry for snowmobile
C8	318	No entry for vehicles carrying danger goods
C9	319	No entry for buses
C10	321	No entry for mopeds
C11		No entry for cyclists
C12	322	No entry for cycles or mopeds
C13	323	No entry for pedestrians
C14		No entry for cyclists or pedestrians
C15	324	No entry for pedestrians cycles mopeds
C16	325	No entry for riders on horseback
C17	331	No entry
C18	332	No left turn
C19	333	No right turn
C20	334	No U turns
C21	341	No entry for vehicles having an overall width exceeding... Metres
C22	342	No entry for vehicles having an overall height exceeding... Metres
C23	343	No entry for vehicles or combinations of vehicles exceeding ...metres in length
C24	344	No entry for vehicles exceeding...tons laden mass
C25	345	Maximum permissible total mass of combination of vehicles
C26	346	No entry for vehicles having a mass exceeding... tons on one axle
C27	347	Maximum permissible mass on bogie
C28	351	Overtaking prohibited

C29	352	End prohibition of over taking
C30	353	Overtaking prohibited by truck
C31	354	End prohibition of over taking by truck
C32	361	Speed limit
C33	362	End of speed limit
C34	363	Speed limit zone
C35	364	End of Speed limit zone
C36	365	Prohibition or restriction applying to one or more traffic lanes
C37	371	Standing and parking prohibited
C38	372	Parking prohibited
C39	373	Parking prohibited zone
C40	374	End of parking prohibited zone
C41	375	Taxi station zone (beginning)
C42	376	Standing place for taxi
C43		Loading place
C44.1	381	Alternative parking odd days
C44.2	382	Alternative parking even days
C45	391	Passing without stopping prohibited (customs control)
C46	392	Passing without stopping prohibited (police control or other reason)
C47	393	Minimum distance between vehicles
C48		No entry for motor vehicles with studded tyres
D1.1	411	Right direction
D1.2		Left direction
D1.3	412	Straight direction
D1.4	413	Turn Right
D1.5		Turn left
D1.6	414	Straight direction or right turn
D1.7		Straight direction or left turn
D1.8	415	Left turn or right turn
D1.9		Straight direction or right or left turn
D2	416	Compulsory roundabout
D3.1	417	Pass right side
D3.2	417	Pass left side
D3.3	418	Divider of traffic
D4	421	Compulsory foot path
D5	422	Compulsory cycle track
D6	423	Combined cycle track

		and foot path
D7.1	424	Parallel cycle track and foot path, cycle track on left
D7.2	425	Parallel cycle track and foot path, cycle track on right
D8	426	Compulsory track for snowmobiles
D9	427	Compulsory track for riders on horseback
D10		Compulsory minimum speed
D11		End of Compulsory minimum speed
E1	511	Pedestrian crossing
E2	512	Parking lot
E3.1	520	Parking lot and access to train
E3.2	520	Parking lot and access to bus
E3.3	520	Parking lot and access to tram
E3.4	520	Parking lot and access to subway
E3.5	520	Parking lot and access to public transport
E4.1	521 a	Parking directly
E4.2	521 b	Parking opposite each other
E4.3	521 c	Parking positioning at an angle
E5	522	Meeting point
E6	531-532	Bus stop for local and long distance traffic
E7	533	Tram stop
E8	534	Taxi station
E9.1	541 a	Bus Lane
E9.2	541 b	Bus and Taxi lane
E10.1	542 a	Bus lane ends
E10.2	5422 b	Bus and Taxi lane ends
E11.1	5431	Tram lane
E11.2	5432	Tram and Taxi lane
E12.1	544 a	The tram lane ends
E12.2	544 b	The tram and taxi lane ends
E13.1		Cycle lane on the right
E13.2		Cycle lane in the middle
E14.1	551	One Way road
E14.2		One Way road left right
E15	561	Motorway
E16	562	Motorway ends
E17	563	Road for motor vehicles
E18	564	Road for motor vehicles ends
E19	565	Tunnel Sign
E20	566	Tunnel Ends
E21	567	Emergency stopping place

E22	571	Built-up area
E23	572	End of built-up area
E24	573	Residential zone
E25	574	End of residential zone
E26	575	Pedestrian zone
E27	576	End of pedestrian zone
E28		Bicycle Street
E29		Bicycle Street Ends
E30		Traffic lanes merging
F1.1	611	Advance direction sign
F1.2		Advance direction sign
F1.3		Advance direction sign
F2.1	612	Advance direction sign small
F2.2		Advance direction sign small
F2.3		Advance direction sign small
F3		Advance direction sign of traffic lanes
F4.1	614	Advisory sign for detour large
F4.2	613	Advisory sign for detour
F5	615	Detour
F6	616	Route to be followed
F7.1	621	Information for traffic lanes
F7.2	622	Bi-Directional information on traffic lanes
F7.3	6225	Traffic lanes With Separator
F7.4		increased lane number
F7.5		New lane incoming
F7.6		New lane incoming
F8.1	623	End of lane
F8.2		End of lane
F9		Combined direction sign
F10	631	Advance direction sign (above the lane)
F11	632	Advance direction sign (above the lane)
F12	633	Exit sign (above the lane)
F13	641, 643, 648, 649	Direction sign
F14	642	Exit sign
F15	646, 647, 921	Direction sign for detour
F16	644	Location sign
F17	644a	Advance location sign
F18.1	650	Access Parking, Train
F18.2		Access Parking, Bus
F18.3		Access Parking, Tram
F18.4		Access Parking, Sub

		way
F18.5		Direction sign showing park-and-ride facilities
F19	645	Direction sign for pedestrians
F20.1	645	Direction Sign For Cyclists Without Distances
F20.2	645	Direction Sign For cyclists With Distances
F21.1		Advance Direction Sign For Cyclists With Distances
F21.2		Advance Direction Sign For Cyclists Without Distances
F22		Distance Board For Cyclists
F23		Place Name For Cyclists
F24.1	651	No Through Road
F24.2	652	No Through Road Right/left
F24.3		No Through Road
F25	653	Recommended Maximum Speed
F26	661	Sign Showing Distances
F27.1	10, 11, 662	PlaceName
F27.2		Waters Name
F28	663	Road Number (E-road)
F29	664	Road number (primary road)
F30	665	Road number (secondary road)
F31	665 a	Road Number (regional Road)
F32	666	Road Number (ordinary Road)
F33		Ring road number
F34	6679	Interchange number
F35	667	Direction To The Numbered Road
F36		Substitute route
F37	671	Symbol Of Motorway
F38	672	Symbol of road for motor vehicles
F39	673	Airport
F40	674	Ferry
F41		Cruise home port
F42	675	Goods Harbour
F43		Goods Terminal
F44	676	Industrial Area
F45		Shopping area
F46.1	677	Parking
F46.2	677 a	Parking Covered
F47	678	Railway Station

F48	679	Bus Station
F49		Centre
F50	681	Itinerary For Indicated Vehicle Category
F50.1	6811	Truck route
F50.2	6812	Passenger car route
F50.3	6813	Bus route
F50.4	6814	Van Route
F50.5	6815	motorcycle Route
F50.6	6816	Moped route
F50.7	6817	Tractor route
F50.8	6818	motorhome route
F50.9	6819	Bicycle route
F51	684	Itinerary For Dangerous Goods Transport
F52	682	Itinerary For Pedestrians
F53	683	Accesible route
F54.1	685	Underpass With Steps
F54.2		Overpass With Steps
F55.1	686	Underpass Without Steps
F55.2		Overpass Without Steps
F55.3		Underpass For Wheel chair
F55.4		Overpass For Wheel chair
F56.1	690	Emergency exit on the left
F56.2		Emergency exit on the right
F57.1	691	Single exit route
F57.2		Multiple exit route
G1	701	Information sign for services
G2	702	Information sign for services
G3	703	Advance Information sign for services
G4	704	Location Sign For services
G5	704 a	Advance location sign for services
G6	710	Radio Station Frequency
G7	711	Information point
G8	712	Information centre
G9	715	FirstAid
G10	721	Breakdown service
G11.1	722	Filling Station
G11.2		compressed natural gas Station
G11.3		Charging Station
G11.4		Hydrogen Filling Station
G12	723	Hotel or motel
G13	724	Restaurant
G14	725	Cafeteria or refresh

		ments
G15	726	Public Lavatory
G16	731	Youth hostel
G17	733	Camping site
G18	734	Caravan site
G19	741	Picnic site
G20	742	Outing site
G21	791	emergency Phone
G22	792	Extinguisher
G23	772 a	Museum or historic building
G24	772 b	World Heritage Site
G25	772 c	Nature site
G26	772 e	Viewpoint
G27	772 f	Zoo
G28	772 g	Other tourist attraction
G29	773 a	Swimming Place
G30	773 b	Fishing place
G31	773 c	Ski lift
G32		Cross-country skiing resort
G33	773 d	Golf course
G34	773 e	Pleasure or theme park
G35	774 a	Cottage accommodation
G36	774 b	Bed and breakfast
G37	774 c	Direct sale
G38	774 d	Handicrafts
G39	774 e	Farm park
G40	774 f	Horseback riding
G41.1	771 a	Tourist route text only
G41.2	771 b	Tourist route
G42		Temporary guidance sign
I1		Barrier
I2.1		Fence
I2.2		Fence With arrows
I3.1		Barrier on the left
I3.2		Barrier on the right
I3.3		VerticalBarrier
I4		traffic cone
I5		direction to avoid obstacle
I6	916	Curve direction sign
I7.1	931	Border mark on the left
I7.2	931	Border mark on the right
I8	935	Height Border
I9	941	underpass height
I10.1	932	Traffic sign column, blue and white
I10.2		Traffic sign column, yellow and black
I11	911	diverging road sign
I12.1		Edge pole on the left
I12.2		Edge pole on the right
I13		tow away zone
I14		SOS Information Board

			I15 trol I16 I17.1 I17.2 I18 I19	9901 9512 9512 9512	Automatic traffic con- surveillance camera Reindeer herding area Reindeer herding area without text Speed limit information country border
Additional plate type	code value	Traffic sign code value	New	Old	
• Legal number 729/2018 (New) • Old regulation (old)			H1	811	Sign to crossing road
			H2.1	812	Sign applies in the direction of the arrow
			H2.2	813	Sign applies in the direction of the arrow with distance
			H2.3		Sign applies in the direction of the arrow with distance
			H3	814	Distance to which the sign applies
			H4	815	Distance from the sign to the point to which the sign ap- plies
			H5	816	Distance to the compulsory stop
			H6	821	Free width
			H7	822	Free Height
			H8	823	Height Electric Line
			H9.1	824	Sign Applies Both Directions
			H9.2	825	SignApplies Both Directions Vertical
			H10	826, 827	Sign applies to the direction of the arrow
			H11	828	Sign applies to ...area ends
			H12.1	831	Passenger Car
			H12.2	832	Bus
			H12.3	833	Lorry
			H12.4	834	Van
			H12.5	835	Husvagn Caravan
			H12.6		motorhome
			H12.7	836	Vehicle For Handicapped
			H12.8	841	MotorCycle
			H12.9	842	Moped
			H12.10	843	Cycle
			H12.11		Snowmobile
			H12.12		Tractor
			H12.13		Low emission vehicle

H13.1	845	Parking on top of curb
H13.2	844	Parking on the edge of the curb
H14	848	No entry for vehicles carrying dangerous goods of group A
H15	849	No entry for vehicles carrying dangerous goods of group B
H16		Tunnel class
H17.1	851	Sign applies between Mo-Fr
H17.2	852	Sign applies on Saturdays
H17.3	853	Sign applies on Sundays and holidays
H18	854	Time Limit
H19.1	856a	Obligatory Use Of Parking Disc
H19.2	856b	Obligatory Use Of Parking Disc
H20	855a, 855b	Parking Against Fee
H21		Charging point / Charging place
H22.1	861, 861a	Direction Of Priority Road
H22.2	861 b	DirectionOfPriorityRoad
H23.1	863	Two-way cycle track
H23.2		Two-way cycle track
H24	871	Additional Panel With Text
H25	872	Driving in service purposes allowed
H26	880	Emergency Phone And Extinguisher

4.3.7 Railway crossing

Definition

Railway crossing includes:

- a name
- type of safety device
- A level crossing symbol that can be used to connect to a track information system

Coverage

Information applies to roads, streets and some private roads.

[Link to the Railway crossing table](#)

Railway crossing

RAILWAY CROSSING	
Type of safety device	Code value
Railway not in use	1
No safety device	2
Only light and/or sound signal	3
Half barrier and possible light and/or sound signal	4
Full barrier and possible light and/or sound signal	5

4.3.8 Forest road turnaround point (pilot)

Definition

A forest road turnaround point which is meant for a timber truck (a truck with timber cargo).

Coverage

Forest road turnaround point data is pilot data produced from Forest Centre data.

[Link to the Forest road turnaround point](#)

Forest road turnaround point

4.4 Line attribute data

Line attribute data refers to linear referencing attribute data in which the start and end M values are not the same. All line attribute data objects have at least the following data:

LINE ATTRIBUTE DATA		
Attribute data	Data type	Description
ID	Numerical	The ID identifying the object
Link ID	Numerical	The Link ID of the link where the object is located.
Start M value	Numerical	The distance of the start point from the start of the link.
End M value	Numerical	The distance of the end point from the start of the link.
Last edited	Character string	The date the object was last modified.
Municipality code	Code value	Municipality code of the object.

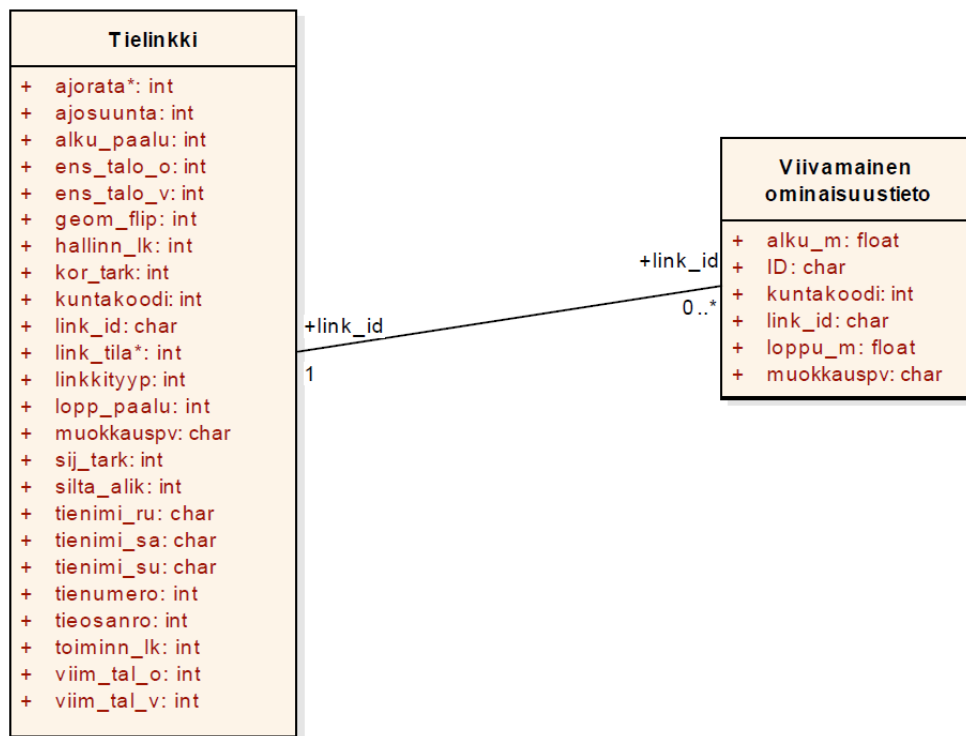


Image 9: Line attribute data can be joined to the road links by linear referencing, according to the link ID attribute data and the M values.

Tielinkki – Road link

Viivamainen ominaisuustieto – Line attribute data

4.4.1 Speed limit

Definition

The maximum vehicle speed assigned to a route.

Values

Arvo (value) field indicates the speed limit value (km/h). Speed limit 90 km/h is only used in Åland.

Coverage

Speed limit applies to all road links excluding pedestrian and cycle paths and vehicle tracks. If the administrator has not updated the road link speed limit, an empty speed limit with null value is generated for the link. The null speed limit does not have an ID.

Link to the Speed limit table
Speed limit

SPEED LIMIT			
Attribute data	Data type	Description	Code values
Validity direction	Code value	Validity direction in relation to the direction of digitisation of a road link.	1 Both directions 2 In the direction of digitisation 3 Against the direction of digitisation

4.4.2 Maximum allowed ... x 7

Maximum allowed restrictions are:

- *Maximum weight allowed for a vehicle*
- *Maximum weight allowed for an articulated vehicle*
- *Maximum weight per axle allowed for a vehicle*
- *Maximum weight per tandem-axle allowed for a vehicle*
- *Maximum height allowed for a vehicle*
- *Maximum length allowed for a vehicle or articulated vehicle*
- *Maximum width allowed for a vehicle*

Definition

The 'maximum allowed...' attribute data are line attribute data that cover all the area, where the restriction is valid. The weight restrictions are indicated with an accuracy of 100 kilograms and the height, length and width restrictions as centimetres. For roads, height restrictions below 440 cm are indicated. The unit of weight restrictions is kg and the unit of height, length and width restrictions is cm.

Values

Arvo (value) field indicates the value of the restriction (kg or cm).

Coverage

Information applies to roads, streets and some private roads. The information is to be saved for all the area, where the restriction is valid.

Link to the Maximum allowed... table

Maximum weight allowed for a vehicle

Maximum weight allowed for an articulated vehicle

Maximum weight per axle allowed for a vehicle

Maximum weight per tandem-axle allowed for a vehicle

Maximum height allowed for a vehicle

Maximum length allowed for a vehicle or articulated vehicle

Maximum width allowed for a vehicle

4.4.3 Lit road

Definition

The road has lighting. Lit road is line attribute data which may apply to the whole link or only to a part of it.

Coverage

Information applies mainly to roads and streets.

Link to Lit road table

[Lit road](#)

4.4.4 Paved road

Definition

All pavement types are classified as pavements. There is no pavement segment on the part of road network covered with gravel. Nearly always the pavement information covers the whole link. The data source for all road links is the topographic database of The National Land Survey of Finland

Coverage

Information applies to all route types.

Link to Paved road table

[Paved road](#)

Paved road			
Attribute data	Data type	Description	Code values
Class	Code value	Describes the pavement type of the road.	1 Concrete 2 Stone 10 Hard asphalt concrete 20 Soft asphalt concrete 30 Gravel surface 40 Gravel wear layer 50 Other coatings 99 Paved, type unknown

4.4.5 Road affected by thawing

Definition

Road affected by thawing is the part of the traffic network that tends to suffer from thawings. A temporary weight restriction may be in force on the road during a thawing.

Values

Arvo (value) field indicates the maximum load-bearing capacity (kg) of road damaged by thawing.

Coverage

Information applies mainly to main roads.

Link to Road affected by thawing table

Road_thawing

4.4.6 Width

Definition

Road width is the width of the part of the carriageway meant for vehicle traffic. On paved roads the carriageway is often separated from the shoulders with a white border line. If a border line doesn't exist, the width equals the width of the paving. On gravel roads the width equals the width of the whole road, since gravel roads don't have shoulders.

Values

Arvo (value) field indicates the value of the width (cm).

Coverage

Information is available for all road links except driving path, walking and cycling paths and ferrys.

Link to Width table

Width

4.4.7 Road work

Definition

Road work includes targets in which road works are being carried out. Road links can be either partially or fully broken. An estimation of the starting and ending date should be reported. Also road work ID can be notified.

Coverage

Road work information are currently only on street network.

Link to Road work table

Traffic volume

4.4.8 Parking restriction

Definition

Parking restriction is linear data which indicates areas where parking / stopping are forbidden. You can also report an estimation of the starting and ending date. Targets are also derived from traffic signs that indicate parking restriction.

Coverage

Mainly on street network

Link to Parking restriction table

Parking restriction

Parking restriction			
Attribute data	Data type	Description	Code values
Class	Code values	Describes road treatment class	1 Stopping forbidden 2 Parking forbidden

4.4.9 Road treatment class

Definition

Treatment class is linear road data. Roads and streets have their own winter-treatment classes. Winter treatmentclass classifications are based on the Finnish Road Registry (Tierekisteri). The streets have a three-tier classification for roadways and walking and cycling routes. There are no treatment classes for private roads.

Coverage

Mainly on street network

Link to Parking restriction table

Treatment class

Treatment class			
Attribute data	Data type	Description	Code values
Treatmentclass	Code values	Describes road treatment class	
		State roadways (highways)	1 Anti-slip without operating time 2 Normally always exposed 3 Normally exposed 4 Mostly salted, occasionally slightly slippery

	5 Mainly sandable, thin snow is allowed 6 Mostly snowy 7 Mostly snowy, longest operating time
State walking and cycling lanes	8 Light traffic quality lanes 9 Fairly busy light traffic lanes 10 Basic winter care level for light traffic lanes 11 Light traffic lanes with no winter care
Municipal carriage-ways (streets)	20 Class I (Main streets and busy fairways) 30 Class II (Collector streets) 40 Class III (Pkot streets)
Municipal walking and cycling routes	50 Class A 60 Class B 70 Class C

4.4.10 Private roads with road associations

Definition

This level shows all the private roads with road associations. The name of the road association will not be published.

Coverage

All the private roads in Finland

Link to Parking restriction table

Private roads with road associations

Private roads with road associations			
Attribute data	Data type	Description	Code values
Additional information	Code value	Restrictions on a road	Not delivered Delivered restrictions Delivered no restriction

4.4.11 Traffic volume

Definition

Traffic volume is the average number of vehicles passing per day. If the road that consists of one carriageway is split into two carriageways, both carriageways get the same traffic volume value that existed for the road before the splitting.

Values

Arvo (value) field indicates the traffic volume (vehicles per day).

Coverage

Information applies to roads and partially to the road network. From publication 3/2017 the information is produced directly from FTA road register. The inventory information is updated once a year and it is based on measurements made during the previous fall.

Link to Road work table

Traffic volume

4.4.12 Vehicle specific restriction**Definition**

A part of the road network where driving with a certain vehicle type(s) is prohibited by traffic signs. Validity period can be given by a vehicle specific restriction. The vehicles that are not covered by the restriction can be added as exceptions to the vehicle, motor vehicle and passage through restrictions.

In Digiroad, the vehicle specific restrictions which the Road Traffic Act imposes or which are indicated by the selection of the road link type are not maintained on motorways and other corresponding road types (including semi-motorway, pedestrian and cycle path).

If one position includes several prohibited vehicle types, objects that overlap by geometry are formed to the R and K releases of Digiroad. These objects have the same restriction ID, position information and last edited time data.

Coverage

Information applies mainly to roads and streets.

Link to Vehicle specific restriction table

Vehicle specific restriction

VEHICLE SPECIFIC RESTRICTION			
Attribute data	Data type	Description	Code values
Validity direction	Code value	Validity direction in relation to the direction of digitisation of a road link.	1 Both directions 2 In the direction of digitisation 3 Against the direction of digitisation
Type of prohibited vehicle	Code value	Type of prohibited vehicle	2 Motor vehicle 3 Vehicle 4 Truck 5 Bus 6 Delivery vehicle 7 Passenger car 8 Taxi 9 Motorcycle 10 Moped 11 Cycle 12 Pedestrian 13 Articulated vehicle

14 Tractor or farm vehicle 15 Car with trailer / recreational vehicle 19 Military vehicle 21 Driving in service purposes 22 Driving to a lot 23 Passage through 26 Horse riding 27 Snow mobile 28 Special transport		
Validity period	Character string	Validity period of the restriction, time domain
Exceptions	Code value	Vehicle types not covered by the restriction. Exceptions can apply to restrictions of vehicle, motor vehicle and passage through.

4.4.13 Restriction for the transportation of dangerous goods (VAK)

Definition

A part of the road network where the transportation of dangerous goods (VAK) is prohibited.

The value of VAK restriction can be A-VAK or B-VAK which is shown in a plate of the restriction sign.

If the restriction includes both A-VAK and B-VAK, they will be formed as geometrically overlapping objects to the R and K releases of Digiroad. A-VAK and B-VAK are never valid simultaneously, so the overlapping objects have always a period of validity for the restriction. These objects have the same restriction ID, position information and last edited time data.

Coverage

Information applies to roads and streets.

Link to Restriction for the transportation of dangerous goods table
Restriction for the transportation of dangerous goods

RESTRICTION FOR THE TRANSPORTATION OF DANGEROUS GOODS (VAK)		
Attribute data	Data type	Description
Validity direction	Code value	Validity direction in relation to the direction of digitisation of a road link. 1 Both directions 2 In the direction of digitisation 3 Against the direction of digitisation
Type of prohibited vehicle	Code value	24 A-VAK 25 B-VAK
Validity period	Character string	Validity period of the restriction, time domain

4.4.14 Number of lanes

Definition

Information on the number of lanes is given according to the direction when there is more than one lane in a particular direction on one carriageway roads, and more than two lanes on two carriageway roads. Diverging lanes on the junctions are not included.

In the following cases, there is no information on the number of lanes in Digiroad:

- one-way road with one carriageway: 1 lane (one lane in the direction of the traffic flow)
- two-way road with one carriageway: 1+1 lanes (one lane in the direction of the traffic flow)
- two-way road with two carriageways: 2+2 lanes (two lanes in the direction of the traffic flow)

Example 1: In a one carriageway road at the point where there is a passing/fast lane in the direction of the digitisation, the validity direction is 2 and the number of lanes 2.

Example 2: In a one carriageway road at the point where there are passing/fast lanes to both directions, the validity direction is 1 and the number of lanes 2.

Coverage

Information applies to roads and streets.

[Link to Number of lanes table](#)

Number of lanes

NUMBER OF LANES		
Attribute data	Data type	Description
Validity direction	Code value	Validity direction in relation to the direction of digitisation of a road link. 1 Both directions 2 In the direction of the digitisation 3 Against the direction of digitisation
Number of lanes	Numerical	Number of lanes according to the direction (>1)

4.4.15 Public transport lane

Definition

A road with a public transport lane.

Coverage

Information applies to roads and streets.

Link to Public transport lane table

Public transport lane

PUBLIC TRANSPORT LANE		
Attribute data	Data type	Description
Validity direction	Code value	Validity direction in relation to the direction of digitisation of a road link. 1 Both directions 2 In the direction of the digitisation 3 Against the direction of digitisation

4.4.16 E-road number

Definition

E-road number are of the form E+<number>. One road can have many E-road numbers.

If a road has two or more E-road numbers, they are listed in R and K releases of Digiroad and separated from each other by a comma.

Coverage

Information applies to roads and in few cities also to streets.

Link to E-Road number table

E-road number

4.4.17 Exit number

Definition

Exit numbers are numbers given to ramps on motorways or semi-motorways. Exit numbers can consist of both a number and a letter, for example exit numbers 9A and 9B in Vantaankoski.

If one road has two or more exit numbers, they are listed in R and K releases of Digiroad and separated from each other by a comma.

Coverage

Information applies to the motorway and semi-motorway ramps (on the roads).

[Link to Exit number table](#)
Exit number

4.4.18 Winter speed limit

Definition

Speed limit during winter data is based on decisions made by local road authorities (ELY) in autumn 2016. Speed limits during winter is no longer applied on the road segments (in the intersections) where regular speed limit is lower than speed limit during winter.

Values

Arvo (value) field indicates the value of the winter speed limit (km/h).

Coverage

Information applies to roads.

[Link to Winter speed limit](#)

Winter speed limit

4.5 Other features

4.5.1 Service

Definition

Service means the kind of service that helps and supports the users of traffic network, e.g. a parking building or bus station. Service has a point geometry (service point) which is located at the point where the service exists (in the middle/centre point of a building or property), not on a road link. One service point may have many services.

If one service point has many services, objects that overlap the geometry are formed to the shapefiles of the R and K releases of Digiroad. These overlapping objects have the same service point ID, position information and last edited time.

Coverage

The coverage of data varies according to the service.

[Link to Service table](#)

Service

SERVICE		
Attribute data	Data type	Description

Service point ID	Numerical	The ID identifying the service point
Service ID	Numerical	The ID identifying the service
Service type	Code value	The type of the service
Specifier of the rest area	Code value	The type of the rest area on rest areas or lay-bys, parking areas and bus and truck parking areas
Type of railway station	Code value	
Name of service	Character string	
Number of parking spaces	Numerical	Number of parking spaces on parking areas and houses
Additional information of the service	Character string	

TYPE OF SERVICE		
Type of service	Code value	Description
Customs	4	
Frontier crossing	5	
Rest area (or lay-by)	6	Rest area, petrol station, kiosk, cafeteria, restaurant or accommodation services.
Airport	8	An airport which accommodates either cargo or passenger traffic of a commercial or private nature.
Ferry terminal	9	The access point or check-in area for a ferry company.
Taxi stand	10	
Railway station	11	
Parking lot	12	Parking lot which has at least 40–50 public parking spaces. There may be a charge for parking but there may not be other restrictions (e.g. parking only allowed for customers of a particular store). In addition, parking lot object can also include more accurate information about facilities.
Car shipping terminal	13	A location where cars may be loaded onto trains or ferries.
Coach and lorry parking (area / lot)	14	
Parking house/building	15	Parking house/building which has at least 40–50 public parking spaces. There may be a charge for parking but there may not be other restrictions (e.g. parking only allowed for customers of a particular store).
Bus station	16	
Drum tube	19	

TYPE OF REST AREA		
Type of rest area	Code value	Description
Rest area, comprehensive facilities	1	Comprehensive facilities include other facilities and services in addition to the basic ones

<i>Rest area, basic facilities</i>	<i>2</i>	<i>Basic facilities include the following facilities or services: - parking area - waste container - toilets - table and bench</i>
<i>Private service area</i>	<i>3</i>	<i>Privately run service area has e.g. a petrol station, kiosk, cafeteria, restaurant or accommodation services.</i>
<i>No data</i>	<i>4</i>	

TYPE OF RAILWAY STATION	
<i>Type of railway station</i>	<i>Code value</i>
<i>Important railway station</i>	<i>5</i>
<i>Less important railway station</i>	<i>6</i>
<i>Underground/metro station</i>	<i>7</i>

5 Appendices

Appendix 1. Description of data content - field names, data types and code values

Appendix 2. Public transport stop facility data and other attribute data

Appendix 3. Primary data sources by data objects

Appendix 4. Time Domain character string

5.1.1 Appendix 1. Description of data content - field names, data types and code values

Road link

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
Link breakpoints	shape/ points	geometry (polylineZm)	X and Y coordinates: ETRS-TM35FIN Z coordinate: N60 M value: metre (X,Y level)
Link ID	LINK_ID	text, 20	
ID (by the National Land Survey)*	LINK_MML_ID	text, 20	
Administrative class	HALLINN_LK	integer	code value
Functional class	TOIMINN_LK	integer	code value
Direction of traffic flow	AJOSUUNTA	integer	code value
Link type	LINKKITYYP	integer	code value
Bridge, underpass or tunnel	SILTA_ALIK	integer	code value
Link phase	LINK_TILA	integer	code value (to be published later)
Name of road or street in Finnish	TIENIMLSU	text, 200	
Name of road or street in Swedish	TIENIMLRU	text, 200	
Name of road or street in Sami	TIENIMLSA	text, 200	
Address first house on the left	ENS_TALO_V	integer	
Address first house on the right	ENS_TALO_O	integer	
Address last house on the left	VIIM_TALO_V	integer	
Address last house on the right	VIIM_TALO_O	integer	
Municipality code	KUNTAKOODI	integer	
Road number	TIENUMERO	integer	
Number of the part of a road	TIEOSANRO	integer	
Carriageway	AJORATA	integer	code value
Start measure from the beginning of the road part	AET	integer	
End measure from the beginning of road part	LET	integer	
Horizontal accuracy	SIJ_TARK	integer	code value

Digiroad

Vertical accuracy	KOR_TARK	integer	code value
Digitisation direction in relation to the geometry of National Land Survey of Finland	GEOM_FLIP	integer	code value
Start M value	ALKU_PAALU	double	
End M value	LOPP_PAALU	double	
Last edited	MUOKKAUSPV	text, 20	time stamp "12.06.2014 13:29:17"
Source geometry	GEOM_LAHDE	integer	code value
Road classification according to the topographic database (National Land Survey)	MTK_TIE_LK	integer	code value, explanations can be found in the description by the National Land Survey
Road address growth direction	TIEN_KASVU	integer	Code value

* If the link does not have a MML-ID, this means that its' source is some other than the National Land Survey.

Name	Code value	Description
Administrative class	1	Road owned by the state
	2	Road owned by a municipality
	3	Road owned privately, e.g. by a road association
	99	No data
Functional class	1	Class I main road or regional main street
	2	Class II main road or regional main street
	3	Regional road or local main street
	4	Connecting road or collector street
	5	Feeder street or class I private road
	6	Class II private road
	7	Vehicle track
	8	Walking and cycling path
Direction of traffic flow	0 / null	No data
	2	Traffic is permitted in both directions
	3	Traffic is permitted against the direction of digitisation
	4	Traffic is permitted in the direction of digitisation
Link type	1	Part of a motorway
	2	Part of a multiple carriageway, which is not a motorway
	3	Part of single carriageway
	4	Part of a semi-motorway

Digiroad

	5	Part of a roundabout
	6	Slip road
	7	Rest area
	8	Cycling path or combined walking and cycling path
	9	Part of a pedestrian zone, e.g. a pedestrian street or footpath
	10	Part of a service or emergency road
	11	Enclosed traffic area
	12	Vehicle track, roads accessible by off-road vehicles
	13	Service access point on a motorway
	14	Route for special deliveries without a locked barriere structure
	15	Route for special deliveries with a locked barriere structure
	21	Ferry/cable ferry
	0 / null	No data
Bridge, underpass or tunnel	-11	Tunnel
	-3	Underground
	-2	Underground
	-1	Underpass
	0	At ground level
	1	Bridge, level 1
	2	Bridge, level 2
	3	Bridge, level 3
	4	Bridge, level 4
Link phase	Null	Valid
	1	Under construction
	3	Planned
Carriageway	1	First carriageway on the right in the direction of the road number
	2	Second carriageway on the right in the direction of the road number
	0	Single carriageway road
Accuracy for the geometries	0	Not defined
	500	0,5 m
	800	0,8 m
	1000	1 m
	2000	2 m
	3000	3 m
	4000	4 m

Digiroad

	5000	7 m
	7500	7,5 m
	8000	8 m
	10000	10 m
	12500	12,5 m
	15000	15 m
	20000	20 m
	25000	25 m
	30000	30 m
	40000	40 m
	80000	80 m
	100000	100 m
Vertical accuracy	1	Not defined
	201	KM (EM) (traced from the 2 m resolution model)
	500	0,5 m
	800	0,8 m
	1000	1 m
	2000	2 m
	3000	3 m
	4000	4 m
	5000	5 m
	7500	7,5 m
	8000	8 m
	10000	10 m
	12500	12,5 m
	15000	15 m
	20000	20 m
	25000	25 m
	30000	30 m
	40000	40 m
	80000	80 m
	100000	100 m
	100001	KM (EM) 10 m (traced from the 10 m resolution model)
	250001	KM 25 m (traced from the 25 m resolution model)

Digiroad

Digitisation direction in relation with the geometry of National Land Survey of Finland	0	Direction of digitization remained the same
	1	Changed direction of digitisation
Source geometry	1	National Land Survey
	2	other, not specified

Restricted manoeuvre

Relationship between the links

Restricted manoeuvre information is complementary data for road links. Its utilization requires that the road link material/data is in use. For visualization, the geometry for the restricted manoeuvre has been formed in the release from the geometry of the source and object links.

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ points	geometry (polylineZ)	ETRS-TM35FIN, formed from the source and object link geometry
Source link ID	LAHD_ID	text, 20	
Object link ID	KOHD_ID	text, 20	
Vehicles not covered by restricted manoeuvre	POIKKEUS	text, 40	comma-separated list of vehicle types
Validity period	VOIM_AIKA	text, 200	time domain
Additional information	LISATIEDOT	text, 200	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.6.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Vehicle type	4	Truck
	5	Bus
	6	Van

Digiroad

	7	Passenger car
	8	Taxi
	9	Motorcycle
	10	Moped
	13	Articulated vehicle
	14	Tractor or farm vehicle
	15	Car with trailer/ recreational vehicle
	19	Military vehicle
	21	Driving in service purposes
	22	Driving to a lot
	27	Snow mobile

Public transport stop

Point

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
National ID	VALTAK_ID	integer	
Position	shape/point	geometry (pointZ)	ETRS-TM35FIN
Coordinate X	KOORD_X	double	ETRS-TM35FIN
Coordinate Y	KOORD_Y	double	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Sijainti linkillä	SIIJAINTI_M	double	M value: metre (x, y level)
Validity direction	VAIK_SUUNT	integer	code value
Name in Finnish	NIMI_SU	text, 200	
Name in Swedish	NIMI_RU	text, 200	
Data administrator	YLLAPITAJA	integer	code value
Administrator identifier	YLLAP_TUNN	text, 50	
Livi identifier	LIVI_TUNN	text, 50	
Traveller identifier	MATK_TUNN	text, 50	

Digiroad

Ground coordinate X	MAAST_X	text, 50	
Ground coordinate Y	MAAST_Y	text, 50	
Ground coordinate Z	MAAST_Z	text, 50	
Direction of travel	LIK_SUUNTA	text, 200	
Traffic bearing	L_SUUNTIMA	integer	degree 0-360
Valid from date	ENS_VO_PV	text, 50	time stamp "12.06.2014"
Valid to date	VIIM_VO_PV	text, 50	time stamp "12.06.2014"
Stop type	PYS_TYYPPI	text, 20	comma-separated list of types, no square brackets
Timetable	AIKATAULU	integer	code value
Shelter	KATOS	integer	code value
Bench	PENKKI	integer	code value
Advertising shelter	MAINOSKAT	integer	code value
Cycle rack	PYORATELIN	integer	code value
Electronic timetable board	S_AIKATAUL	integer	code value
Lighting	VALAISTUS	integer	code value
Accessibility to persons with reduced mobility	ESTETTOMYY	text, 200	
Possibility to escort by car	SAATTOMAHD	integer	code value
Number of park-and-ride places	LIIT_LKM	text, 200	
Additional information on park-and-ride facilities	LIIT_LISAT	text, 200	
Stop owner	PYS_OMIST	text, 200	
Feedback address	PALAUTE_OS	text, 200	
Additional information	LISATIEDOT	text, 200	
Disconnected from geometry	IRTL_GEOM	integer	code value
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Data administrator	1	Municipality
	2	Centre for Economic Development, Transport and the Environment
	3	Helsinki Regional Transport
	99	Unknown
Validity direction	2	In the direction of digitisation
	3	Against the direction of digitisation

Digiroad

Stop type	1	Tram
	2	Local transport
	3	Long-distance transport
	4	Express
	5	Virtual stop
	6	Terminal
	99	No data
Disconnected from geometry	1	Connected to geometry
	2	Disconnected from geometry
Timetable	1	No
	2	Yes
	99	No data
Shelter	1	No
	2	Yes
	99	No data
Advertising shelter	1	No
	2	Yes
	99	No data
Bench	1	No
	2	Yes
	99	No data
Cycle rack	1	No
	2	Yes
	99	No data
Electronic timetable board	1	No
	2	Yes
	99	No data
Lighting	1	No
	2	Yes
	99	No data
Possibility to escort by car	1	No
	2	Yes
	99	No data

Barrier

Point

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ point	geometry (pointZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Distance from the start of the link	SIJAINTL_M	double	
Barrier type	EST_TYYPPI	integer	code value
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Barrier type	1	Blocked passage
	2	Traffic barrier gate which can be opened

Traffic light

Point

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ point	geometry (pointZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Distance from the start of the link	SIJAINTL_M	double	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Pedestrian crossing

Point

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ point	geometry (pointZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Distance from the start of the link	SIJAINTL_M	double	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Directional traffic sign

Point

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Sijainti	shape/ point	geometry (pointZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Distance from the start of the link	SIJAINTL_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Bearing	SUUNTIMA	integer	degree
Text	TEKSTI	text, 200	comma-separated list of texts
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Selite
Validity direction	2	In the direction of digitisation

	3	Against the direction of digitisation
--	---	---------------------------------------

Traffic sign

Point

Description	Field (shape)/ Element (WFS)	Data (shape)	Additional information
ID	ID	text, 20	
Position	shape/point	geometry (pointZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Distance from the start of the link	SIJAINTL_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	code value
Type of traffic sign	TYYPPI	integer	Code value for the traffic sign type
Additional info for the traffic sign	LISATIEDOT	text, 200	Additional info for the traffic sign
Additional panel 1 type	KILPITYYP1	integer	Additional panel 1 type as code value
Additional panel 1 value	KILPIARVO1	integer	Additional panel 1 value
Additional panel 1 info	KILPIINFO1	text, 50	Additional panel 1 additional info
Additional panel 2 type	KILPITYYP2	integer	Additional panel 2 type as code value
Additional panel 2 value	KILPIARVO2	integer	Additional panel 2 value
Additional panel 2 info	KILPIINFO2	text, 50	Additional panel 2 additional info
Additional panel 3 type	KILPITYYP3	integer	Additional panel 3 type as code value
Additional panel 3 value	KILPIARVO3	integer	Additional panel 3 value
Additional panel 3 info	KILPIINFO3	text, 50	Additional panel 3 additional info
Last modified	MUOKKAUSPV	text, 50	timestamp
Municipality code	KUNTAOODI	integer	code value
Validity direction	LIKSUUNTA	integer	code value, 3 in the direction of the digitization 4 against the direction of the digitization

Railway crossing

Digiroad

Point

Description	Field (shape)/ Element (WFS)	Data (shape)	Additional information
ID	ID	text, 20	
Position	shape/point	geometry (pointZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Distance from the start of the link	SIJAINTL_M	double	
Name of the railway crossing	NIMI	text, 200	
Type of safety device	TURVA_VAR	Integer	code value
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Type of safety device	1	Railway not in use
	2	No safety device
	3	Only light and/or sound signal
	4	Half barrier and possible light and/or sound signal
	5	Full barrier and possible light and/or sound signal

Forest road turnaround point (pilot)

Point

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	formed from the administrator and administrator's ID for example 1_5877
Position	shape/point	geometry (pointZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Distance from the start of the link	SIJAINTL_M	double	
Type of turnaround point	KAANT_TYYP	integer	code value

Digiroad

Additional information of the turnaround point	LISATIEDOT	text, 200	
Administrator of the turnaround point	YLLAPITAJA	integer	code value
Administrator's ID for the turnaround point	YLLAP_TUNN	text, 20	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Type of turnaround	1	Circle
	2	Branch shape L
	3	Branch shape I
	9	Not defined
Administrator of the turnaround point	1	Metsäkeskus Forest Centre
	2	Metsähallitus Forestry Service
	3	Tornator
	4	UPM
	5	Metsä Group
	6	Finnsilva
	7	Otso forest services

Speed limit

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ points	geometry (pol- ylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value

Digiroad

Value	ARVO	integer	code value, km/h
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Validity direction	1	Both directions
	2	In the direction of digitisation
	3	Against the direction of digitisation
Value	20	20 km/h
	30	30 km/h
	40	40 km/h
	50	50 km/h
	60	60 km/h
	70	70 km/h
	80	80 km/h
	90	90 km/h (Åland)
	100	100 km/h
	120	120 km/h

Maximum total weight

Line

Description	Field (shape)/Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	kilogramme

Digiroad

Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Maximum total weight allowed for an articulated vehicle

Line

Description	Field (shape)/Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ points	geometry (pol- ylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	kilogramme
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Maximum weight per axle

Line

Description	Field (shape)/Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (pol- ylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	kilogramme

Digiroad

Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Maximum weight per tandem-axle

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	kilogramme
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Maximum height

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	centimetre
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Digiroad

Maximum length allowed for a vehicle or articulated vehicle

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	centimetre
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Maximum width

Line

Description	Field (shape)/Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	centimetre

Digiroad

Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Lit road

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.6.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Paved road

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Value	ARVO	integer	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.6.2014 13:29:17"

Digiroad

Municipality code	KUNTAKOODI	integer	
-------------------	------------	---------	--

Road affected by thawing

Line

Description	Field (shape)/Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Width

Line

Description	Field (shape)/Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Road width	ARVO	integer	centimetre

Digiroad

Last edited	MUOKKAUSPV	text, 50	time stamp "12.6.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Traffic volume

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ points	geometry (pol- ylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Traffic volume	ARVO	integer	vehicles per day
Last edited	MUOKKAUSPV	text, 50	time stamp "12.6.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Vehicle specific restriction

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	If one restriction includes several prohibited vehicle types, overlapping objects are included in the shapefile. These objects have the same restriction ID.
Position	shape/ points	geometry (pol- ylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	

Digiroad

Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Type of prohibited vehicle	KIELL_AJON	integer	code value
Validity period	VOIM_AIKA	Text, 200	
Exceptions	POIKKEUS	text, 40	comma-separated list of exceptions
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Validity direction	1	Both directions
	2	In the direction of digitisation
	3	Against the direction of digitisation
Vehicle type	2	Motor vehicle
	3	Vehicle
	4	Truck
	5	Bus
	6	Delivery vehicle
	7	Passenger car
	8	Taxi
	9	Motorcycle
	10	Moped
	11	Cycle
	12	Pedestrian
	13	Articulated vehicle
	14	Tractor or farm vehicle
	15	Car with trailer / recreational vehicle
	19	Military vehicle
	21	Driving in service purposes
	22	Driving to a lot
	23	Passage through
	26	Horse riding
	27	Snow mobile
	28	Special transport

Restriction for the transportation of dangerous goods (VAK)

Line

Description	Field (shape) /Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	If one restriction includes both A- VAK and B- VAK, overlapping objects are included in the shapefile. These objects have the same restriction ID.
Position	shape/ points	geometry (pol- ylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Type of prohibited vehicle	KIELL_AJON	integer	code value
Validity period	VOIM_AIKA	Text, 200	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Validity direction	1	Both directions
	2	In the direction of digitisation
	3	Against the direction of digitisation
Vehicle type	24	A- VAK
	25	B- VAK

Number of lanes*

Line

Description	Field (shape)/ Element(WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/ points	geometry (pol- ylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Number of lanes*	ARVO	integer	number of lanes per carriage way
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

*) The number of lanes is not yet maintained by Digiroad or included in the publication

Public transport lane

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Validity period*	VOIM_AIKA	text, 200	time domain

Digiroad

Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

*) The feature information in gray is not yet maintained by Digiroad or included in the publication

E-road number

Line

Description	Field (shape)/Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
E-road number	EURTENRO	text, 20	comma-separated list of E-road numbers
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Exit number

Line

Description	Field (shape)/Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	

Digiroad

Exit number	LIITT_NRO	text, 20	comma-separated list of exit numbers exit number can also include letters
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Winter speed limit

Line

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
ID	ID	text, 20	
Position	shape/points	geometry (polylineZ)	ETRS-TM35FIN
Link ID	LINK_ID	text, 20	
Start distance from the start of the link	ALKU_M	double	
End distance from the start of the link	LOPPU_M	double	
Validity direction	VAIK_SUUNT	integer	code value
Value	ARVO	integer	code value, km/h
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Validity direction	1	Both directions
	2	In the direction of digitisation
	3	Against the direction of digitisation
Value	60	60 km/h
	70	70 km/h
	80	80 km/h
	100	100 km/h

Service

Point

Description	Field (shape)/ Element (WFS)	Data type (shape)	Additional information
Service point ID	PALVPISTID	text, 20	If one service point has many services, each of them is presented as an individual data object in service shapefile.
Service ID	PALVELUID	text, 20	
Position	shape/point	geometry (pointZ)	ETRS-TM35FIN
Type of service	TYYPPI	integer	code value
Specifier of the service type	TYYPPI_TAR	integer	code value
Name of service	NIMI	text, 200	
Additional information of the service	LISATIEDOT	text, 200	
Number of parking spaces	PYSPAIKLKM	integer	
Last edited	MUOKKAUSPV	text, 50	time stamp "12.06.2014 13:29:17"
Municipality code	KUNTAKOODI	integer	

Name	Code value	Description
Type of service	4	Customs
	5	Border crossing
	6	Rest area (or lay-by)
	8	Airport
	9	Ferry terminal
	10	Taxi stand
	11	Railway station
	12	Parking lot
	13	Car shipping terminal
	14	Coach and lorry parking (lot?)
	15	Parking house/building
	16	Bus station
	19	Drum tube
Type of rest area	1	Rest area, comprehensive facilities

Digiroad

	2	Rest area, basic facilities
	3	Private service area
	4	No data
Type of railway station	5	Important railway station
	6	Less important railway station
	7	Underground/metro station

5.1.2 Appendix 2. Public transport stop facility data and other attribute data

Attribute data	Tietotyyppi	Description	Code values
Timetable	Code value	Paper copy of a timetable in a frame attached to the stop wall or post. Provides information on departure times for the routes serving the stop and, where applicable, stop-specific estimated passing times.	1 No 2 Yes 99 No data
Shelter	Code value	A weather shelter located in the stop area for the use of waiting public transport passengers.	1 No 2 Yes 99 No data
Advertising shelter	Code value	A weather shelter displaying advertising, located in the stop area for the use of waiting public transport passengers. In this case, the advertiser will be responsible for the stop maintenance.	1 No 2 Yes 99 No data
Bench	Code value	A bench located in the stop area for the use of waiting public transport passengers. Usually placed under the stop shelter.	1 No 2 Yes 99 No data
Electronic timetable board	Code value	An electronic timetable board found in the stop area and providing real-time information for the routes serving the stop.	1 No 2 Yes 99 No data
Lighting	Code value	Stop lighting usually refers to the recessed lighting elements in the stop ceiling that provide light inside the shelter.	1 No 2 Yes 99 No data
Accessibility to persons with reduced mobility	Text field	A stop is accessible if it enables independent travelling and waiting by special passenger groups, such as wheelchair users. Stop accessibility is affected by the stop and platform structures, the station and terminal structures and accessibility of the timetable information.	

Digiroad

Possibility to escort by car	Code value	Indicates whether a stop (by a class I road) has a separate passenger drop-off/pick-up area.	1 No 2 Yes 99 No data
Number of park-and-ride places	Character string	Number of park-and-ride parking spaces by a stop.	
Additional information on park-and-ride	Character string	Free text field for additional information on park-and-ride.	
Stop owner	Character string	Stop owner may be other than the data administrator.	
Feedback address	Character string	Address for sending feedback for the stop. For example, an email address.	
Additional information	Text field	Public comments.	

5.1.3 Appendix 3. Primary data sources by data objects

Primary data source refers to a party that provides or offers data for the Digiroad database. Digiroad also receives feedback maintenance data from other administrators and users. Feedback data is passed on to the primary data source for checking.

Data object	Road owner*	Primary data source
Road link: geometry	State Municipality Private	National Land Survey of Finland National Land Survey of Finland National Land Survey of Finland
Road link: Link ID	State Municipality Private	National Land Survey of Finland National Land Survey of Finland National Land Survey of Finland
Road link: administrative class	State Municipality Private	National Land Survey of Finland National Land Survey of Finland National Land Survey of Finland

Digiroad

Road link: functional class	State Municipality Private	Finnish Transport Agency/DR operator Municipality Municipality
Road link: direction of traffic flow**	State Municipality Private	National Land Survey of Finland / DR operator Municipality Municipality
Road link: link type	State Municipality Private	Finnish Transport Agency/DR operator Municipality Municipality
Road link: bridge, underpass or tunnel	State Municipality Private	National Land Survey of Finland / DR operator Municipality Municipality
Road link: Road name and address data	State Municipality Private	National Land Survey of Finland National Land Survey of Finland National Land Survey of Finland
Road link: road address data	State Municipality Private	Finnish Transport Agency Finnish Transport Agency Finnish Transport Agency
Road link: restricted manoeuvre	State Municipality Private	Finnish Transport Agency Municipality Municipality
Public transport stop***	State Municipality Private	Finnish Transport Agency Municipality Municipality

Digiroad

Barrier	State Municipality Private	In Digiroad, not maintained for the time being National Land Survey of Finland /Municipality National Land Survey of Finland /Municipality		
Traffic light	State Municipality Private	Finnish Municipality Municipality	Transport	Agency
Pedestrian crossing	State Municipality Private	Finnish Municipality Municipality	Transport	Agency
Directional traffic sign	State Municipality Private	Finnish - -	Transport	Agency
Railway crossing****	State Municipality Private	Finnish Finnish Finnish Transport Agency	Transport Transport	Agency Agency
Forest road turnaround point	Private	Metsähallitus		
Speed limit	State Municipality Private	Finnish Municipality Municipality	Transport	Agency
Maximum allowed x 7	State Municipality Private	Finnish Municipality Municipality	Transport	Agency
Lit road	State Municipality Private	Finnish Municipality Municipality	Transport	Agency

Digiroad

<i>Paved road</i>	<i>State Municipality Private</i>	<i>National Land Survey of Finland National Land Survey of Finland National Land Survey of Finland</i>		
<i>Road affected by thawing</i>	<i>State Municipality Private</i>	<i>Finnish Municipality Municipality</i>	<i>Transport</i>	<i>Agency</i>
<i>Width</i>	<i>State Municipality Private</i>	<i>Finnish Municipality Municipality</i>	<i>Transport</i>	<i>Agency</i>
<i>Traffic volume</i>	<i>State Municipality Private</i>	<i>Finnish Municipality Municipality</i>	<i>Transport</i>	<i>Agency</i>
<i>Vehicle specific restriction</i>	<i>State Municipality Private</i>	<i>Finnish Municipality Municipality</i>	<i>Transport</i>	<i>Agency</i>
<i>Carriage of dangerous goods (VAK)</i>	<i>State Municipality Private</i>	<i>Finnish Municipality Municipality</i>	<i>Transport</i>	<i>Agency</i>
<i>Number of lanes</i>	<i>State Municipality Private</i>	<i>Finnish Municipality Municipality</i>	<i>Transport</i>	<i>Agency</i>
<i>Public transport lane</i>	<i>State Municipality Private</i>	<i>Finnish Municipality Municipality</i>	<i>Transport</i>	<i>Agency</i>
<i>E-road number</i>	<i>State Municipality Private</i>	<i>Finnish - -</i>	<i>Transport</i>	<i>Agency</i>

Digiroad

Exit number	State Municipality Private	Finnish - -	Transport	Agency
Winter speed limit	State Municipality Private	Finnish Municipality Municipality	Transport	Agency
Service point	State Municipality Private	Finnish Municipality Municipality	Transport	Agency

**) Road owner corresponds to the road link attribute 'administrative class'.*

***) Direction of traffic flow is provided by the National Land Survey of Finland, but this data can be edited in the Digiroad database, and the National Land Survey of Finland data will not reverse the data edited in Digiroad.*

****) Public transport stops are maintained jointly by municipalities and ELY Centres. Some municipalities are also competent transport authorities and responsible for the stop material for several municipalities.*

*****) The rail track register only provides data on state-owned railway crossings.*

5.1.4 Appendix 4. Time domain character string

5.1.4.1 General

Time Domain is defined in GDF and it is a way to indicate precise and complex validity periods for various features and attributes. Notation consists of starting time of the validity period and duration of the validity in the following way:[(starting time){duration}].

For example, [(M5d1){d1}] means:

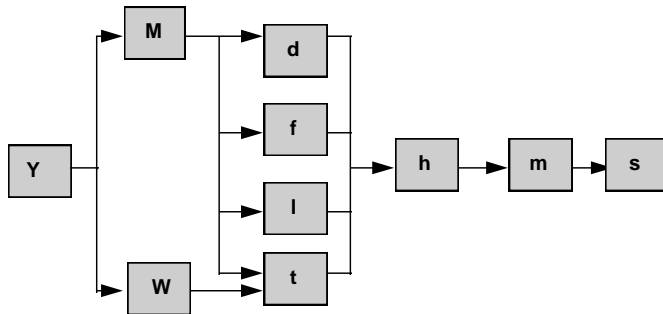
- Starting time: any year in the fifth month on the 1st day at 00:00:00
- Duration: one day (i.e. 24 hours or 1440 minutes)

Starting time

Notations of Time Domain starting time

Unit of time	Compared time	Code	Values (n,x)	Comment
year		ynnnn	0..9999	
month	of year	Mnn	1..12	
week	of year	wnn	1..53	
day	of month	dnn	1..28/29/30/31	maximum depends on month
day	of week	tn	1..7	from Sunday to Saturday
day of week	week of month	fxn	x: 1..5	week from beginning of month from where validity begins
	day of week		n: 1..7	from Sunday to Saturday
day of week	week of month	lxn	x: 1..5	week from end of month from where validity begins
	day of week		n: 1..7	from Sunday to Saturday
hour	of day	hnn	0..23	
minute	of hour	mnn	0..59	
second	of minute	snn	0..59	

Digiroad



Possible combinations of starting times codes.

Codes are listed from the longest period to the shortest one (y...s). If there is no unit of time marked in the beginning, all values are valid. If there is no unit of time marked in the middle or at the end, the value of the unit is its presumption value, i.e. the smallest possible unit (e.g. M1, w1, d1, h0, m0, s0).

Examples of the notations of starting times:

(y2001) 1.1.2001, 00:00:00

(M5) every year, 1.5. 00:00:00

(w12) every year, Sunday on the 12th week, 00:00:00

(d14) every year, 14th of every month 00:00:00

(t2) every year, Monday of every week 00:00:00

(f23) every year, Tuesday of the second week of every month 00:00:00

(l12) every year, Monday of the last week of every month 00:00:00

(h6) every year, every day of every month 06:00:00

(m30) every year, every day of every month, every hour 30:00

(s15) every year, every day of every month, every hour, every minute :15

(w9h11m30) every year, every day of the 9th week 11:30:00

(M4m30) every year, every day of every April, every hour 30:00

Digiroad

Correspondingly:

14th November 2001 (00:00:00)	(y2001M11d14)
every year 2.5. 17:31:00	(M5d2h17m31)
every year, last Sunday of February	(M2l11)

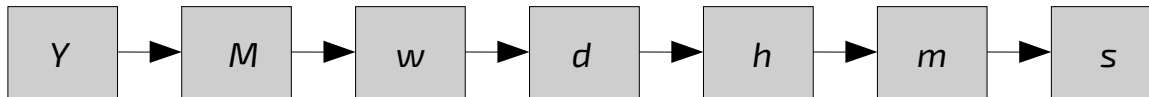
Duration

Duration is the total time of Time Domain notations of time units, e.g. {y2M2w1d2}, which means the validity from starting time onwards, for two years + two months + one week + two days.

A minus sign can be added in front of the duration, e.g. {-d5}, which means the validity on the preceding five days.

Notations of Time Domain duration				
Unit of time	Code	Values (n)	Correspondence	Comments
year	ynn	0...99		Duration ends on the last day of the month if there is no such day in the year when duration ends, e.g. [(y2000M2d29){y2}].
month	Mnn	1...99	{M12}={y1}	Duration ends on the last day of the month if there is no such day in the month when duration ends, e.g. [(y2001M1d31){M1}].
week	wnn	1...99		
day	dnn	1...99	{d7}={w1}	
hour	hnn	0...99	{h24}={d1}	
minute	mnn	0...99	{m60}={h1}	

second	snn	0...99	{s60}={m1}	
--------	-----	--------	------------	--



Possible combinations of duration.

5.1.4.2 Time Domain combinations

There are combination options defined in the Time Domain notations that make it possible to indicate more complex durations. The following options are in use:

- $A+B$: property is valid in both cases (OR)
- $A*B$: property is valid when both are valid (AND)
- $A-B$: property is valid when only A is valid (A AND NOT B)

With combinations the same result can be achieved in several different ways, because e.g. $A*(B+C) = (A*B)+(A*C)$.

5.1.4.3 Examples

- Every day from 9 a.m. to 1 p.m.
 $[(h9)\{h4\}]$
- Every Friday in March from 7.30 p.m. to 10 p.m.

Digiroad

[(M3t6h19m30){h2m30}]

- *The last 15 minutes of the year 2001 (15 minutes before the year 2002)*
[(y2002){-m15}]
- *Every day from Monday to Saturday between 9 a.m. and 12 noon and between 1.30 and 7 p.m., except on the last Tuesday in January, 1st of May and in August* *[[[[(h9){h3}]+[(h13m30){h5m30}]]*[(t2){d6}]]-[(M1l13){d1}]-[(M5){d1}]-[(M8){M1}]]*