



**mainroads**  
WESTERN AUSTRALIA

Asset and Geospatial Information Branch  
Survey and Mapping Section

# Digital Ground Survey

## 67-08-43

# Contents

<b>1</b>	<b>INTRODUCTION</b> .....	<b>6</b>
1.1	OWNERSHIP OF DATA.....	6
1.2	REFERENCES AND RELATED DOCUMENTS .....	6
1.3	DEFINITIONS .....	7
<b>2</b>	<b>SITE REQUIREMENTS</b> .....	<b>8</b>
2.1	ENTRY ONTO LAND / QUERIES FROM THE PUBLIC .....	8
2.2	WORKING WITHIN THE ROAD RESERVE .....	8
2.3	SAFETY REQUIREMENTS.....	8
2.3.1	ENTERING MANHOLES.....	9
2.3.2	ASBESTOS CONTAINING MATERIALS.....	9
2.4	ENVIRONMENTAL IMPACT .....	9
2.5	HERITAGE / ABORIGINAL SITES .....	10
<b>3</b>	<b>REQUIREMENTS FOR MRWA DIGITAL GROUND SURVEYS</b> .....	<b>12</b>
3.1	EXTENTS OF SURVEY .....	12
<b>4</b>	<b>FEATURE CODES / CODE LIST</b> .....	<b>12</b>
<b>5</b>	<b>CONTINUOUS LINEAR FEATURES</b> .....	<b>12</b>
<b>6</b>	<b>REQUIRED ACCURACY</b> .....	<b>13</b>
6.1	MEASUREMENT ACCURACIES FOR FEATURES & FEATURE CLASSES .....	13
6.1.1	CONSTRUCTION ACCURACY TOLERANCES.....	13
6.2	MAXIMUM POINT SPACING .....	13
6.3	DIGITAL TERRAIN MODEL (DTM) ACCURACY .....	13
6.3.1	DTM VERTICAL DEVIATION CONFORMANCE .....	13
6.3.2	VOLUME VERIFICATION – SURFACE CONFORMANCE .....	14
<b>7</b>	<b>COMPLIANCE SURVEY / CONSTRUCTION AUDIT TOLERANCES</b> .....	<b>14</b>
<b>8</b>	<b>COORDINATE SYSTEM / PROJECT ZONE / SURVEY DATUM</b> .....	<b>14</b>
<b>9</b>	<b>SURVEY CONTROL</b> .....	<b>15</b>
9.1	EXISTING CONTROL VERIFICATION .....	15
9.1.1	HORIZONTAL CONTROL MISCLOSE RESOLUTION.....	15
9.2	VERTICAL NETWORK .....	15
9.2.1	VERTICAL CONTROL MISCLOSE RESOLUTION .....	15
9.3	DETAILS OF SURVEY CONTROL .....	16
9.4	SURVEY CONTROL IN GENIO SURVEY MODEL .....	16
9.4.1	VERTICAL CONTROL (VCM) & MINOR VERTICAL CONTROL MARKS (MVCM) .....	16
<b>10</b>	<b>GNSS DATA / BASE STATIONS</b> .....	<b>17</b>
10.1	ANTENNA HEIGHT MEASUREMENT RECORD .....	17
10.2	STATIC GNSS DATA ON 2+ HOUR INSTRUMENT SET-UP .....	17
<b>11</b>	<b>DATA MODELLED FROM EQUIPMENT OTHER THAN TOTAL STATION OR RTK GNSS</b> .....	<b>17</b>

12	<b>CROSSING BREAK-LINES / CROSSING FEATURES</b> .....	17
13	<b>FEATURES EXCLUDED FROM DTM TIN GROUND TRIANGULATION</b> .....	17
14	<b>DTM TIN MODEL - 3D DXF OF GROUND TRIANGULATION</b> .....	18
15	<b>SEAMLESSLY ABUTTING EXISTING SURVEY MODEL</b> .....	18
16	<b>TEXT / ANNOTATION</b> .....	19
17	<b>GENIO FILE FORMAT - POINT OR STRING CODES</b> .....	20
18	<b>GENIO FILE FORMAT – MODEL NAME IN HEADER</b> .....	20
19	<b>PHOTOS WITH LOCATION GEOTAG</b> .....	20
20	<b>LODGED INFORMATION / DELIVERABLES</b> .....	21
21	<b>SURVEY REPORT &amp; METADATA</b> .....	22
22	<b>FILE NAMING</b> .....	23
23	<b>UNDERGROUND UTILITIES MODELS</b> .....	24
24	<b>DETAIL DEFINITION &amp; FEATURE CODING</b> .....	25
24.1	SEALED ROAD SURFACES .....	25
24.1.1	REQUIREMENTS TO DEFINE SHAPE OF SEALED ROAD .....	25
24.1.2	INTERSECTIONS / AREAS WITH COMPLEX SURFACE SHAPE .....	28
24.1.3	GORE / CHEVRON LINEMARKING .....	28
24.1.4	WIDE CENTRE-LINE TREATMENT (“WCLT”) .....	29
24.2	AUDIBLE EDGE LINING / AUDIBLE LANE MARKING .....	30
24.3	UNSEALED ROADS .....	30
24.4	FOOTPATHS, SHARED PATHS/CYCLE PATHS, WALKING TRACKS/TRAILS .....	31
24.5	DIRECTIONAL CODE STRING FEATURES .....	32
24.6	RAIL BOOM GATES .....	33
24.7	RAIL TRACKS, BALLAST & POWER .....	33
24.7.1	2-POLE SIGN (CODE RN) .....	34
24.8	TRAFFIC SIGNALS – CODES FOR FACES/DIRECTION .....	34
24.9	POLES/POSTS NOT DEFINED BY SPECIFIC FEATURE CODES .....	34
24.10	TREES .....	36
24.10.1	TREE-LINE / BUSH-LINE, TREE CANOPIES .....	36
24.11	PREVIOUSLY DISTURBED MAINTENANCE ZONE (CODE “VD”) .....	37
24.12	SPECIAL ENVIRONMENT MARKERS (“YELLOW HOCKEY STICKS”) .....	38
24.13	DRAINAGE STRUCTURES .....	38
24.14	ABOVE GROUND WATER PIPE / EXPOSED UTILITIES .....	40
24.15	GUARDRAILS / BARRIERS .....	40
24.15.1	BARRIER – GUARD RAIL W-BEAM, Code SG .....	41
24.15.2	BARRIER / GUARDRAIL – THRIE BEAM, Code BT .....	42
24.15.3	BARRIER – STEEL WIRE ROPE, Code BW .....	42
24.15.4	BARRIER – DOUBLE RAIL, Code BE .....	43
24.15.5	BARRIER – TRIPLE RAIL, Code BF .....	43
24.15.6	OTHER BARRIER TYPES ON BRIDGES .....	44

24.16	RETAINING WALLS / NOISE-WALLS.....	44
24.16.1	RETAINING WALLS.....	44
24.16.2	NOISE-WALLS.....	44
24.17	FENCES .....	45
24.18	BRIDGES.....	45
24.18.1	BRIDGE DRAINAGE FEATURES / SCUPPERS.....	47
24.19	GUIDEPOSTS (PGP).....	47
24.20	ROADSIDE MEMORIALS / WHITE CROSSES.....	47
24.21	DRIVEWAYS.....	48
24.22	POWER-LINES (2D & TRUE HEIGHT) & GUY/STAY/ANCHOR WIRES .....	50
24.23	ELECTRIC LIGHT POLES, POWER POLES & ELECTRIC SUPPLY POLES.....	51
24.24	CENTRALLY LOCATED STRING FEATURES .....	53
24.25	STEPS / STAIRS .....	53
24.26	PAVEMENT ARROWS .....	54
24.27	MANHOLES - CIRCULAR AND SQUARE (INCLUDING GULLIES).....	55
24.28	SIDE ENTRY PITS.....	55
24.29	DRAINAGE FEATURES IN BARRIERS / KERBS .....	56
24.30	LARGER PITS / GROUPS OF PITS TO BE DEFINED BY PERIMETER EXTENTS .....	57
24.31	BUS SHELTER .....	57

# Document Control

<b>Owner</b>	Surveying & Mapping Manager
<b>Custodian</b>	Senior Engineering Surveyor
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# Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	23/08/02	Full revision of standard	
2	10/03/09	Full revision and update of standard	
3	01/06/15	Full revision and update of standard	
4	Mar 2017	Full revision and update of standard	
94	May 2021	Full review, update, add diagrams, restructure.	All
98	Oct 2021	Add/modify side entry pit, fences, tree/bush-line, and construction tolerance sections, previously disturbed maintenance zone “VD” string requirement	Page 13, 35, 36, 44,55
100	Oct 5, 2021	Fix revision number. Change annotation on “previously disturbed maintenance zone” diagrams	Page 36
102	Oct 14, 2021	Change annotation on “previously disturbed maintenance zone” diagrams	Page 36
107	Feb 02, 2022	Add point cloud delivery summary Amended summary sheets required where existing GDA94 RRM survey control used for GDA2020 project Larger pits to be defined by their extents, closed string	Sect 20 Sect 9.3 & 20 Sect 24.30
108	January 2023	Amend references to Geodetic Control Survey Standard	

# 1 INTRODUCTION

This document establishes the requirements for “Digital Ground Surveys” (Detail/feature surveys) conducted for Main Roads Western Australia. Surveys are to be undertaken and delivered as defined herein.

This document should be used in conjunction with Main Roads Surveying and Mapping guideline [“D12#436049 Digital Ground Surveys”](#).

## 1.1 OWNERSHIP OF DATA

All materials and information as part of undertaking projects for Main Roads WA shall become the property of Main Roads WA. It shall not be used, copied or reproduced for any other purpose without the prior written approval by Main Roads WA.

## 1.2 REFERENCES AND RELATED DOCUMENTS

Document Number	Description
D17#301448	<a href="#">Survey Report, MRWA template</a>
D17#307405	<a href="#">Feature Codes, Digital Ground Surveys</a>
D22#371770	<a href="#">MRWA Standard “Geodetic Control Survey”</a>
D14#152062	<a href="#">MRWA Standard “D14#152062 Mobile Laser Scanning”</a>
D15#321963	<a href="#">MRWA Standard “D15#321963 Survey Metadata Standard”</a>
N.A.	<a href="#">MRWA Metadata Statement Form – Detail Ground Surveys</a>
N.A.	<a href="#">MRWA Metadata Statement Form – Point Cloud</a>
N.A.	<a href="#">MRWA Metadata Statement Forms – Underground Utilities</a>
N.A.	<a href="#">MRWA Guideline “Digital Ground Surveys”</a>
N.A.	<a href="#">MRWA Guideline “Data Lodgement”</a>
D18#554805	<a href="#">67-08-121 “Underground Utilities Survey Standard”</a>
D15#224538	<a href="#">MRWA Aerial LiDAR Data Delivery Document</a>
	<a href="#">Landgate Standards and Guidelines</a>
	<a href="#">Land Administration Act 1997</a>

Main Road survey standards, guidelines and documents can be found by searching the [www.mainroads.wa.gov.au](http://www.mainroads.wa.gov.au) website.

### 1.3 DEFINITIONS

Term	Definition
AGI	Asset & Geospatial Information Branch, MRWA
AHD	Australian Height Datum
ALS	Aerial LiDAR Survey
BM	Benchmark
DBYD	Dial Before you Dig (1100.com.au)
DGS	Digital Ground Survey (Detail Survey)
DTM	Digital Terrain Model
Formed Surface	Unsealed Manmade / engineered surface eg. unsealed road
GDA94	Geodetic Datum Australia 1994
GenIO	File format, required deliverable for Digital Ground Surveys
GNSS	Global Navigation Satellite Systems
GPS	Global Positioning System
LiDAR	Light Detection and Ranging
MCP	Minor Control Point
MGA	Map Grid Australia
MLS	Mobile Laser Scan
MRWA	Main Roads Western Australia
MVCM	Minor Vertical Control Mark
MX	MX Road Design Software
Natural Surface	Any surface formed by natural or geological events
RPA	Remotely Piloted Aircraft
RRM	Road Reference Mark
RTK GPS	Real-time Kinematic Global Positioning System
Sealed Surface	Sealed road, path, driveway, carpark etc
SLK	<a href="#">MRWA Straight Line Kilometre (Refer to interactive online resource here)</a>
SSM	Standard Survey Mark
Survey Portal	<a href="#">Main Roads WA online Surveying GIS web-page</a>
TIN	Triangulated Irregular Network
TLS	Terrestrial Laser Scanner
UAV	Unmanned Aerial Vehicle
UUS	Underground Utilities Survey Standard
VCM	Vertical Control Mark
WCLT	Wide Centre-line Treatment

## 2 SITE REQUIREMENTS

### 2.1 ENTRY ONTO LAND / QUERIES FROM THE PUBLIC

It is the consultant's responsibility to seek and obtain permission from landowners, occupiers or management authorities before entering any property to undertake any work. Property includes Crown land, which may consist of Reserves, National Parks or State Forests.

The consultant must record details of all interactions with the public, landowners etc while working on the survey contract. Details of interactions/enquiries are to be documented in the survey report.

The contractor is to refer any enquiries relating to the project to Main Roads WA (ph 138 138). Enquiries made to the contractor relating to the project are to be documented in the survey report.

If access onto land is refused by the landowners, the contractor is required to contact the Main Roads Survey Manager to discuss the need for entry onto the land. If entry is required for the completion of the contract and there are no other alternatives, then Main Roads can arrange formal notification using delegated powers under the Land Administration Act 1997. A formal notice of entry requires Main Roads to provide 7 days' notice to the owners. The process to arrange the formal notice of entry may take some time and the contractor must liaise with the Survey Manager to ensure disruption to the contract schedule is minimised.

### 2.2 WORKING WITHIN THE ROAD RESERVE

Any party undertaking work on a road open to traffic has a duty of care by law to take all necessary and reasonable measures to prevent accident or injury to any person, or damage to property.

The Occupational Safety and Health Act specifically requires:

- An employer to provide a safe place of work for its employees and
- Any person in control of a workplace, to take measures to ensure persons who have access to that workplace (including road users in case of a roadworks site) are not exposed to hazards.

The Consultant shall be responsible for Traffic Management in accordance with the Main Roads WA ["Traffic Management Requirements for Works on Roads" Code of Practice](#).

### 2.3 SAFETY REQUIREMENTS

The consultant at all times must implement and maintain a Safe System of Work which demonstrates compliance to the Occupational Health and Safety Act 1984 and the Occupational Health and Safety Regulations 1996. The consultant must have a documented Safe System of Work, which is to be provided to the Principal (Main Roads WA) at the commencement of works and the principal is to be notified of any amendments to their Safe System of Work.

The consultant at all times must implement and maintain a Safe System of Work, which demonstrates compliance to the Occupational Health and Safety Act 1984 and the Occupational Health, and Safety Regulations 1996. The consultant must have a documented Safe System of Work, which is to be provided to the Principal (Main Roads WA) upon request and the principal is to be notified of any significant amendments to their Safe System of Work.

Incidents are to be documented and recorded by the Consultant and notified to the Principal and classified into the following incident and injury categories



- Near miss
- Serious Incidents
- Lost time injuries (LTI)
- No lost time injuries (NLTI)
- Medically Treated Injury (MTI)
- First Aid Injury (FAI)
- Damage (over 10% of the contract value)

All lost time injuries and serious incidents are to be documented on the Main Roads WA Safety, Health and Wellbeing Incident Report Form or via the electronic reporting system if made available under contract. All Serious Incidents must be reported to the Principal immediately in accordance with the Main Roads WA Incident Management Procedure for Significant Incidents. Within five business days, the Consultant must provide a detailed report on the incident occurrence, a causal analysis of the incident and recommended actions to control the risks to prevent future occurrence.

The Main Roads WA Safety, Health and Wellbeing Incident Report Form can be accessed through the “Contractor Reporting Forms” on the Main Roads web page.

The Contractor shall detail and implement Risk Management procedures that will identify, assess and implement control measures to manage all Health, Safety and Environmental risks applicable to the Consultants works. The consultant may utilize the Safety, Health and Wellbeing templates including the Main Roads WA Safe Work Method Statement (SWMS) or the Main Roads WA Job Safety Environment Analysis Form (JSEA).

The Main Roads WA Safe Work Method Statement (SWMS) and Main Roads WA Job Safety Environment Analysis Form (JSEA) can be accessed through the Contractor Reporting Forms” on the Main Roads WA web page.

### **2.3.1 ENTERING MANHOLES**

Manholes and underground areas are not to be entered without a comprehensive confined space procedure. This process must be documented in the contractor’s safe working system and evidence of this process supplied to Main Roads WA upon request. Main Roads encourages all personnel to avoid confined space work as much as possible.

### **2.3.2 ASBESTOS CONTAINING MATERIALS**

Underground infrastructure, including but not limited to Telstra pits and conduits, is known to contain Asbestos and Asbestos Containing Materials. Considerations must be made to allow for safe systems of work that minimise the risk posed on workers.

## **2.4 ENVIRONMENTAL IMPACT**

All work is to be performed such that environmental impact is minimised. Any breach of environmental and heritage legislation during the execution of works is the sole responsibility of the contractor.

The contractor shall ensure any disturbances are kept to an absolute minimum. The contractor shall reinstate, clean-up and leave the site as close to its pre-disturbed condition as possible on completion of any work or investigation.

New tracks shall not be formed, existing tracks altered, fencing cut, clearing carried out, or damage or disturbance made of any kind unless approved by the Main Roads Survey Manager.

The contractor shall be responsible for the cost of reinstating any damage to property resulting from their work.

Potholing of services requires the excavation of soil from the existing ground. The following is to be observed by all contractors when performing this activity on site:

- Soil or other foreign material must not be imported to site or exported from site.
- All efforts to minimise transportation of material around a site is expected and no material should be transported more than 500m from its natural location.
- Companies performing potholing services must have adequate systems and processes to prevent the spread of plant seeds, environmental contaminations and diseases such as die back.

Paint is not to be applied to vegetation.

## 2.5 HERITAGE / ABORIGINAL SITES

Main Roads personnel and contractors must be aware two key pieces of legislation that guide how we operate: the *Aboriginal Heritage Act 1972* and the *Heritage of Western Australia (Heritage) Act 1990*. The former Act deals with Aboriginal heritage sites whilst the latter deals with non-Aboriginal heritage sites. It is a requirement of both Acts that Main Roads does not disturb any heritage sites without permission from the relevant authority.

A summary of the each Act and their requirements are:

### ***Aboriginal Heritage Act 1972***

- Aboriginal heritage in WA is protected by the *Aboriginal Heritage Act 1972*.
- It is an offence to excavate, damage, destroy or in any way alter any place that is considered an Aboriginal site; whether or not the place was known to exist at the time the damage occurred.
- A site may be of a sacred or ceremonial nature (an ethnographic site), and/or contain artefacts associated with traditional cultural life (an archaeological site).
- If Main Roads is unable to avoid damage to an Aboriginal heritage site, consent must be sought to disturb the site under Section 18 of the Act.
- Main Roads considers any ground disturbing within an Aboriginal site without s18 consent to constitute a potential breach of the Act.
- There are significant penalties for not complying with this Act. Penalties apply to the individual who damages a site and 'any director, manager, secretary, or similar officer of a body corporate' where damage to a site occurs due to their 'consent, connivance or neglect'.

### ***Heritage of Western Australia (Heritage) Act 1990***

- The *Heritage Act 1990* provides for and encourages the conservation of places, which have significant cultural heritage value in the state.
- The Act requires that proposals, which may impact upon heritage places protected under this Act, should be referred to the Heritage Council of WA. This would include works by Main Roads within the MRS, works outside the MRS requiring local government approval, and any works affecting a heritage place indirectly.

- Historical heritage assessments need to commence prior to construction, which will identify heritage impacts and determine need for referral and approval pathway followed, if necessary, by consultation with the Heritage Council.

No disturbance to these sites without the required approvals. In the event that human skeletal material is uncovered, work will cease within 50m of the material and the location of the material reported to Police.

In the event that artefacts or material of Aboriginal origin is discovered, work will cease within 50m of the material and a qualified Archaeologist will investigate the item(s) and take appropriate actions.

## 3 REQUIREMENTS FOR MRWA DIGITAL GROUND SURVEYS

Work and deliverables for MRWA Digital Ground Surveys (Detail/feature surveys) are to be in accordance with this standard.

### 3.1 EXTENTS OF SURVEY

The required extents of survey should be defined by MRWA, and understood by the surveyor(s). The required extents may be defined in various ways, including by coordinated electronic boundary string/polygon.

Regardless of defined extents, the surveyor(s) must use judgement and their discretion with respect to including features near or crossing the extents boundary.

## 4 FEATURE CODES / CODE LIST

The standard features and codes for Digital Ground Surveys are provided as a separate file/document, [available here](#), via the Main Roads web site.

<b>D17#307405</b>	<a href="#">Feature Codes, Digital Ground Surveys</a>
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All features in the code list labelled “DGS Only” or “DGS and UUS” within the defined survey area are to be represented in the survey model/file.

The code list file also defines whether the feature must be 2D or 3D in the survey model, which features are TINABLE/NON-TINABLE for the true “ground model” triangulation (DTM TIN), the accuracy class, and whether the code applies to the DGS and/or UUS.

Any relevant feature not represented in the code list must still be captured and represented in the survey model/file. A new unique code is to be assigned (i.e. one not already existing in standard code list).

Point feature codes must start with “P”. Any feature with code starting with a letter which is not “P” must be a string (i.e. contain a minimum of 2 connected points). String codes must be defined by a 2 alpha character code, and must not start with a “P”.

Non-standard feature codes must be noted and described in the metadata statement and survey report.

## 5 CONTINUOUS LINEAR FEATURES

Continuous linear features must be represented as single, continuous strings in the survey model file. (i.e. disconnected segments/duplicate points are not permitted)

## 6 REQUIRED ACCURACY

Accuracy of features captured shall be according to the relevant 'Accuracy Class' specified in the feature code list, with reference to the table below:

### 6.1 MEASUREMENT ACCURACIES FOR FEATURES & FEATURE CLASSES

RTK GNSS/GPS must **NOT** to be used for capture of class A, B or C features.

ACCURACY CLASS	HORIZONTAL ACCURACY	VERTICAL ACCURACY
<b>A</b>	± 15 mm	± 10 mm
<b>B</b>	± 20 mm	± 15 mm
<b>C</b>	± 50 mm	± 20 mm
<b>D</b>	± 150 mm	± 40 mm
<b>E</b>	± 250 mm	± 50 mm

*Note: Features with Class "UUS..." in feature code list denote Underground Utilities Survey (UUS) Model standard features of "Data" & "Planning" Quality.*

#### 6.1.1 CONSTRUCTION ACCURACY TOLERANCES

The accuracy tolerances mentioned in this document do not represent construction tolerances. Construction tolerances are to be referenced from other, relevant and appropriate sources (eg contract, or [Main Roads Specifications](#) – eg "SPECIFICATION 501").

### 6.2 MAXIMUM POINT SPACING

In addition to satisfying all other accuracy requirements, side lengths of triangles of the Digital Terrain Model generated from the survey model must not exceed **25m on sealed or formed surfaces** and **50m in all other areas**. Survey model point/string density and spacing must ensure that this condition is met.

### 6.3 DIGITAL TERRAIN MODEL (DTM) ACCURACY

Digital Terrain Model surfaces generated from the survey model must meet vertical deviation and volume difference tolerances.

#### 6.3.1 DTM VERTICAL DEVIATION CONFORMANCE

The survey model is deemed non-conforming if more than 5% of audit/comparison points are outside the applicable vertical tolerance (from table below) when compared against DTM generated from the survey model.

In addition to this, outliers/gross errors are not acceptable. Any gross errors/outliers also render the survey model non-conforming to this MRWA standard.

SURFACE TYPE	VERTICAL TOLERANCE	ACCURACY CLASS
SEALED ROAD	± 25 mm	C
FORMED SURFACE	± 80 mm	D
NATURAL SURFACE	± 250 mm	E

### 6.3.2 VOLUME VERIFICATION – SURFACE CONFORMANCE

In order to meet surface conformance, the volume (m<sup>3</sup>) between the true surface (audit/comparison surface) and the survey model surface (DTM) must be less than the verification surface area (m<sup>2</sup>) multiplied by the applicable 'volume factor' below.

SURFACE TYPE	VOLUME FACTOR
SEALED ROAD	0.010
FORMED SURFACE	0.020
NATURAL SURFACE	0.050

## 7 COMPLIANCE SURVEY / CONSTRUCTION AUDIT TOLERANCES

RTK GNSS is not to be used for vertical compliance checks on drainage structures, culverts, sub-grade, Sub-base, base-course, asphalt and bridge structures.

RTK GNSS complies with vertical accuracy for bulk earthworks, up to sub-grade level only.

The accuracy tolerances mentioned in this document do not represent construction tolerances. Construction tolerances are to be referenced from other, relevant and appropriate sources (eg contract, or [Main Roads Specifications](#) as applicable – eg “SPECIFICATION 501”).

## 8 COORDINATE SYSTEM / PROJECT ZONE / SURVEY DATUM

Digital Ground Survey models are to be supplied in Main Roads' Project Zone coordinate system. The correct/appropriate zone should be specified in the request for survey.

Where more than one zone may appear applicable, the most appropriate zone is to be defined by the MRWA Senior Geodetic Surveyor or Surveying & Mapping specialist.

Where a project spans multiple zones, the areas for each zone are to be clearly defined.

Project zone parameters are available online via the Main Roads WA [online Surveying GIS web-page known as “Survey Portal”](#).

Or from the Senior Geodetic Surveyor (Ph: 138 138).  
[surveying@mainroads.wa.gov.au](mailto:surveying@mainroads.wa.gov.au)

Heights are to be relative to the Australian Height Datum (AHD).

To derive AHD height from GNSS, the following geoid models must be used:

- AUSGeoid09 for GDA94 datum surveys,
- AUSGeoid2020 for GDA2020 datum surveys

AUSGeoid models are available from the Geoscience Australia website (<http://www.ga.gov.au>).

The Project zone, height datum and geoid model used must be specified on the metadata statement.

## 9 SURVEY CONTROL

All survey control used for Digital Ground Surveys is to meet or exceed positional standards (horizontal and vertical) specified in Main Roads Standard [“Geodetic Control Survey”](#).

Suitable and sufficient survey control is required to meet specified accuracies relative to capture methodology and equipment.

### 9.1 EXISTING CONTROL VERIFICATION

Control used for survey must be “Verified”.

In this context, “Verified” means the control mark is:

- Checked for physical stability and quality
- Checked for position by Static GNSS baseline, RTK GNSS check shot, or total station connection (from RTK points is acceptable, if/where necessary) to at least one adjacent/nearby control point.

For existing Landgate survey control:

- Check against a minimum of two reference marks (RMs) (where available)
  - Measure horizontal distances
  - Measure height difference
- These measurements to be submitted on an annotated control summary diagram.

#### 9.1.1 HORIZONTAL CONTROL MISCLOSE RESOLUTION

If control checks/network adjustment identifies Easing/Northing differences/error ellipses worse than 25mm to existing control values, clarification is to be sought from Main Roads WA (Contact the Main Roads Survey Manager, or Main Roads Senior Geodetic Surveyor).

### 9.2 VERTICAL NETWORK

A differential level traverse is to be undertaken for the extents of the survey area.

All existing control immediately adjacent to detail survey site/extents must be included in the differential level traverse.

Differential levelling is to be in accordance with MRWA standard [“Geodetic Control Survey”](#)

#### 9.2.1 VERTICAL CONTROL MISCLOSE RESOLUTION

If level adjustment identifies misclose to existing control worse than  $12\sqrt{K}$ , clarification is to be sought from Main Roads WA (Contact the Main Roads Survey Manager, or Main Roads Senior Geodetic Surveyor).

### 9.3 DETAILS OF SURVEY CONTROL

Details of survey control used, adjacent to and relevant to the survey must be provided. These are to be submitted as an excel spreadsheet or .csv file.

Survey control details must also be included in the “Survey Report”.

The requirements of any other standards applicable to the project/survey also apply.

Any new Road Reference Marks required must be established according to Main Roads Standard [“Geodetic Control Survey”](#)

If existing GDA94 RRM survey control is updated for use in GDA2020 project zone work, amended RRM summary sheets are to be lodged, with GDA2020 coordinates added.

### 9.4 SURVEY CONTROL IN GENIO SURVEY MODEL

Survey control points used by, adjacent to and otherwise included/relevant to the survey must be included within the detail survey GenIO file. An exception is for control marks with horizontal accuracy >150mm – these are not to be included in the GenIO (e.g. Vertical Control Marks (VCM) or Minor Vertical Control Marks (MVCM) that were only coarsely Hz positioned.)

Coordinates of survey control points within the survey model file (GenIO) must be **true final published/adjusted position**, with the exception of Landgate Benchmarks. (i.e. They must **not** be field captured coordinates – i.e. must **not** be total station radiation or captured RTK GNSS coordinates).

For Landgate benchmarks, the published Landgate benchmark height is to be used, but the horizontal position is to be that captured in the detail survey.

#### 9.4.1 VERTICAL CONTROL (VCM) & MINOR VERTICAL CONTROL MARKS (MVCM)

“Vertical Control Marks” (VCM) and “Minor Vertical Control Marks” (MVCM) are established as part of “Design Grade” Mobile Laser Scan (MLS) surveys. These are only to be included in the survey model file (GenIO) if their horizontal position is +/-150mm accuracy or better (i.e. RTK GNSS). The adjusted, spirit levelled height/z-value must be used in the GenIO.

Blue MRWA witness plates are to be used for “Vertical Control Marks” (VCM) established.





## 10 GNSS DATA / BASE STATIONS

### 10.1 ANTENNA HEIGHT MEASUREMENT RECORD

GNSS Antenna height measurement is to be recorded, and geotagged/location enabled photo file provided, as per [Landgate Requirements for GNSS Surveys](#).

### 10.2 STATIC GNSS DATA ON 2+ HOUR INSTRUMENT SET-UP

When GNSS equipment is set-up on existing survey control for 2 or more hours (eg, for RTK base stations or Mobile Laser Scanning bases), the GNSS data must be logged/recorded, and the following submitted to MRWA:

- GNSS data
  - raw and RINEX files (either version 2.x or 3.x),
- Antenna height measurement (including geotagged/location enabled photo, as per [Landgate Requirements for GNSS Surveys](#))
- Survey Mark geotagged/location enabled photo(s) (as per [Landgate Requirements for GNSS Surveys](#))
- Survey setup geotagged/location enabled photo (as per [Landgate Requirements for GNSS Surveys](#))

## 11 DATA MODELLED FROM EQUIPMENT OTHER THAN TOTAL STATION OR RTK GNSS

Separate, additional GenIO file(s) must be supplied containing any features (points/strings) derived from methods other than total station or RTK GNSS.

Their filename must depict the method of survey capture and modelling, as defined in section “File Naming”.

**Note:** The primary/main GenIO file (DGSGEN) lodged must still be the *complete* model containing all features (points/strings).

## 12 CROSSING BREAK-LINES / CROSSING FEATURES

Any crossing ground feature strings must have identical height/z-value at the crossing/intersection.

## 13 FEATURES EXCLUDED FROM DTM TIN GROUND TRIANGULATION

Refer to the “*Tinable?*” column of the separate [feature code list](#) for features which are excluded from ground triangulation.

Surveyors should consider including/excluding other specific points/strings to appropriately define the ground surface in the generation of the 3D DXF ground triangulation.

## 14 DTM TIN MODEL - 3D DXF OF GROUND TRIANGULATION

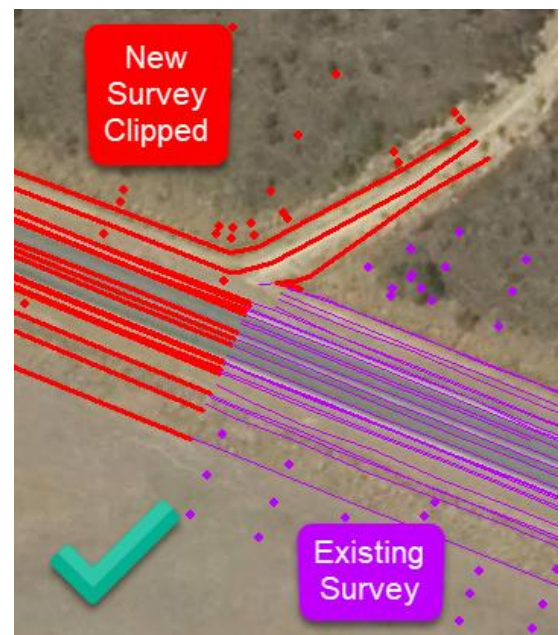
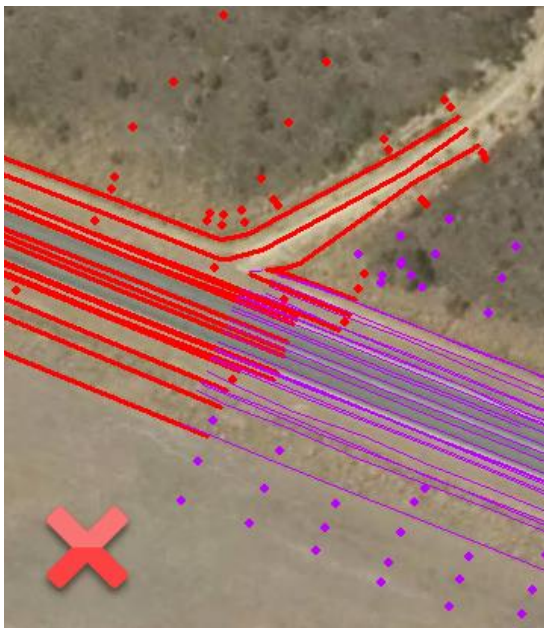
A “ground model” triangulation (DTM TIN) is to be generated using appropriate features/points/strings/break-lines. A 3D DXF of the TIN terrain model (ground surface) is to be provided as a deliverable.

Refer to separate [feature code list file](#) and “*Tinable?*” column for features excluded from triangulation ground.

## 15 SEAMLESSLY ABUTTING EXISTING SURVEY MODEL

Where it is stipulated as a requirement to deliver new survey to seamlessly abut existing survey model(s), the following applies:

- Main Roads WA will supply existing survey models (or a relevant subset), in the same project zone coordinates as the requested new survey.
- The new survey data is to be processed such that when it is imported and overlaid with the old, it appears to form continuous linear features.
- MRWA recognises and accepts that “abutting” points in the new survey may incorporate end-point data from the “existing” survey – the “new” survey may include features with end-points that are “snapped” to the position of the features in the existing survey model.
- Positional difference between existing abutting points and the new survey are to be checked. Where an abutting difference greater than the relevant feature accuracy class from table 6.1 “MEASUREMENT ACCURACIES FOR FEATURES & FEATURE CLASSES” is found, contact the survey manager. E.g. If sealed road “Accuracy Class C” adjoining points differ by more than +/-20mm in height and +/-50mm horizontal.



## 16 TEXT / ANNOTATION

Text / Annotation within the survey model GenIO is required for the following features at a minimum:

- Culvert type/material, dimensions and number of pipes or boxes
  - **NOTE:** Culvert / pipe dimensions must be internal measurements.
  - Culvert/environment condition should be noted if invert could not be accessed.
- Road names
- Names and numbers of SSM's, RRM's, Minor Control, BM's or any other control used for the survey or located in the survey project area
- Sign contents / description (e.g. speed signs '90km/h')
- On-road painted text/lettering.
- Information on services markers (e.g. Optic Cable 1.2m o/s North parallel to road)
- SLK post distance values
- Focal point sign distance values



Additional text / annotation for other relevant / significant features or characteristics within or adjacent to the survey area should be included.

Text / annotation must be situated at an appropriate coordinate location accompanying the feature or characteristic being described. The orientation of the text / annotation should maximise legibility but minimize interference with other features.

Text / annotation for linear features should be aligned with the feature. Culvert descriptions must be in line with the direction of the culvert. Text / annotation for survey control, sign descriptions and details, SLK posts and focal point distance markers should be aligned perpendicular to the road.

The maximum length (including spaces) for any single element of text / annotation is 44 characters.

If the content exceeds 44 characters, multiple text elements are required and must be positioned to ensure legibility.

A single text element's content must be in one line. (i.e. not contain "carriage returns")

The text content must contain only alpha-numeric characters and spaces (i.e. no special characters, eg. \_ - " , . / ).

The size of text is to be **1m** in ground units.

## 17 GENIO FILE FORMAT - POINT OR STRING CODES

Point feature codes must start with “P”.

Any feature with code starting with a letter which is not “P” must be a string (i.e. contain a minimum of 2 connected points). String codes must be defined by a 2 character alpha code, and must not start with a “P”.

(Note: Point features/individual points coded without a “P” as the first letter are likely to have a “P” prefix added automatically when exporting to GenIO – this results in erroneous coding in the GenIO output)

## 18 GENIO FILE FORMAT – MODEL NAME IN HEADER

Format for model/layer name in GenIO header is to be as follows

**H006 25 27 DGS YYYYYYYY**

Where;

**H006** is the Main Roads Road Number;

**25 27** is the approx. “from” and “to” SLK of the Road;

**YYYYYYYY** is the Project Zone / coordinate system (*can be more than 3 characters where necessary*).

It must only contain alphanumeric characters and “spaces”.  
Length must be no more than 26 characters, including spaces.

All data must be in **one model/layer.**

Eg.

```
GENIO M53 2 14 DGS PCG94  
017,NORM  
001FORMAT(3D23.17,/,D23.17,11A4)
```

**Note:** SLK’s (and road numbers/names) can be obtained interactively from the [Main Roads WA online Surveying GIS web-page](#)

## 19 PHOTOS WITH LOCATION GEOTAG

Photos are encouraged where they may be beneficial / add relevant information. Location / geotagging should be enabled and embedded within the lodged photo file.

## 20 LODGED INFORMATION / DELIVERABLES

The following are the deliverables to be lodged for Digital Ground Surveys:

- Complete Digital Ground Survey MX GenIO file
  - All data must be in **one model/layer**
- Where applicable, separate, additional GenIO file(s) must be supplied containing any features (points/strings) derived from methods other than total station or RTK GNSS. Supply separate file(s) for each different survey method.
  - **Note:** The main, complete digital ground survey MX GenIO file must contain all features (points/strings).
- 3D DXF of TIN terrain model (ground surface)
- If any of the survey model is derived from scanning/point cloud, geo-referenced point cloud must be lodged in accordance with MRWA standards/documents.
  - MLS: [MRWA Standard “D14#152062 Mobile Laser Scanning”](#)
  - ALS: [MRWA Aerial LiDAR Data Delivery Document](#)
  - A condensed summary of minimum requirements:
    - .laz point cloud file format
    - Individual file volume not to exceed 100 million points
    - Lodged point cloud data from Terrestrial Laser Scan (TLS) is to have a minimum point spacing of 5mm (i.e. maximum point density 40,000 pts/m<sup>2</sup>)
    - Lodged point cloud data from Terrestrial Laser Scan (TLS) does not need to be classified or contain RGB values.
    - Lodged point cloud data from Terrestrial Laser Scan (TLS) does need a tile index
    - Lodged point cloud data from Terrestrial Laser Scan (TLS) does not have a file-naming convention, but data is to be named logically
    - Include Metadata Statement – Point Cloud ([link to metadata form](#))
- Metadata Statement in accordance with Main Roads Western Australia standard (using [MRWA template, available here](#))
- Metadata is to be included in the GenIO file header as comment lines. Metadata detail/comment lines in the GenIO file must be preceded by at least three spaces, or zeroes (000).
- Survey Report, as per [MRWA template/document](#)
- Any photos (e.g. culverts) - “Location enabled/geotagged”, .jpg
- If existing GDA94 RRM survey control is updated for use in GDA2020 project zone work, amended RRM summary sheets are to be lodged, with GDA2020 coordinates added.

Digital Ground Survey outputs/deliverables must be lodged to the nominated Main Roads officer and to [surveying@mainroads.wa.gov.au](mailto:surveying@mainroads.wa.gov.au).

The Main Roads officer receiving survey deliverables must also ensure all information is delivered to the Main Roads WA Asset and Geospatial Data Manager or Senior Spatial Analyst (Engineering). If unsure, email survey information to, or contact [surveying@mainroads.wa.gov.au](mailto:surveying@mainroads.wa.gov.au).

## 21 SURVEY REPORT & METADATA

Metadata statements in accordance with Main Roads Western Australia standard are to accompany lodged and supplied survey data models. (using [MRWA template, available here](#))

Survey report is to be completed and lodged, using the [MRWA template](#).  
[Survey Report/Metadata](#) to include, at a minimum:

- Statement that the project has been conducted and completed according to this Digital Ground Survey standard, noting the revision # (or define any variations/deviations from this standard)
- Project Name / Description (Include MRWA contract reference, where applicable)
- Project Zone Name
- Road Name, Number and SLK extents, or location description as applicable.
- Summary and description of any non-standard feature codes used/in the GenIO model
- Information of all control used and established
- Summary of contact with landowners and members of public
- New control point (RRM) information in accordance with MRWA Standard "[Geodetic Control Survey](#)"
- New control point (MCP) information in accordance with MRWA Standard "[Geodetic Control Survey](#)"

Note: The "Data Lodged / Deliverables Supplied" section must only list finalised/amended files that make up the final submission accepted by Main Roads WA.

## 22 FILE NAMING

Lodged GenIO model, metadata, report and 3D dxf triangulation files must be appropriately named according to the naming convention below:

**H006\_25.3\_27.5\_XXXXXX\_YYYYYYYY.ext**

Where;

**H006** is the Main Roads Road Number;

**25.3\_27.5** is the “from” and “to” SLK of the Road;

**XXXXXX** is either:

- “**DGSGEN**” Complete Digital Ground Survey, GenIO;
- “**DGSRTK**” Digital Ground Survey as captured by RTK-GNSS, GenIO;
- “**ASCONGEN**” Complete as-constructed Digital Ground Survey, GenIO;
- “**DGSMTD**” Metadata, .pdf;
- “**DGSREP**” Survey Report, .pdf/.doc/.docx;
- “**DGSMLS**” Points/Strings from MLS, where applicable, GenIO;
- “**DGSTLS**” Points/Strings from TLS, where applicable, GenIO;
- “**DGSALS**” Points/Strings from ALS, where applicable, GenIO;
- “**DGSAimg**” Any Points/Strings from aerial imagery (RPAS/UAV), GenIO;
- “**DGSTimg**” Points/Strings from terrestrial imagery, as applicable, GenIO;
- “**DGSTIN**” 3D DXF of TIN terrain model (ground surface), .dxf;

**YYYYYYYY** is the Project Zone / coordinate system. *(Can be more than 3 characters where necessary).*

**.ext** is the file type extension.

**.gen** for GenIO file.

**.pdf** for metadata, in accordance with MRWA metadata requirements and template format

**.doc, .docx, .pdf** for survey report - word or portable document format (pdf)

**.dxf** for 3D DXF of TIN terrain model (ground surface)

If any of the survey model is derived from scanning/point cloud, the point cloud must be lodged. MLS and ALS requirements are defined in the relevant Main Roads WA Documents (MLS: D14#152062, ALS: D15#224538)

Where spherical imagery, driven video or similar product is captured, this may be requested for lodgement as a required deliverable.

**Note:** SLK’s (and road numbers/names) can be obtained interactively from the [Main Roads WA online Surveying GIS web-page](#)

## 23 UNDERGROUND UTILITIES MODELS

Underground utility survey/models may be requested with Digital Ground Survey projects.

These are to be in accordance with MRWA standard [67-08-121 "Underground Utilities Survey Standard"](#) ("UUS" standard) to the "Class" requested/specified.

MRWA may supply some spatial utilities information which may be useful for modelling and GenIO output in accordance with the Class C & Class D UUS requirements. This information is to be extracted and supplied by (or under the direction of) the MRWA Data Manager, Asset & Geospatial Information (AGI).

Datasets may also be available from the government open data portals:

<https://portal-mainroads.opendata.arcgis.com/>

<https://data.gov.au>

Any MRWA supplied or open data portal information should be validated against current DBYD data to ensure completeness, currency and congruency.

Underground utilities may exist that are not defined by Dial Before You Dig (DBYD). These must be identified and sourced/modelled as necessary to satisfy the requirements of the request/UUS standard.



## 24 DETAIL DEFINITION & FEATURE CODING

All natural and artificial features occurring within the survey project area shall be captured and represented as coded points or strings in the model. Some feature codes are directional – The appropriate directional code must be applied.

Measurement accuracies of points and string features shall be in accordance with their accuracy class from the [feature code list](#). Positional accuracies for each accuracy class are defined in 6.1.

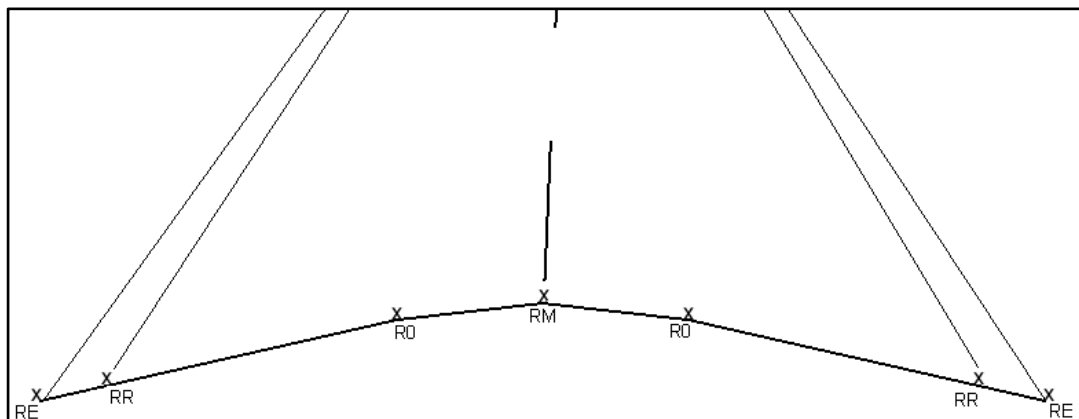
If features or codes need clarification, surveyor(s) to contact the MRWA survey manager, or email [surveying@mainroads.wa.gov.au](mailto:surveying@mainroads.wa.gov.au) / ph 138 138.

### 24.1 SEALED ROAD SURFACES

Accuracy Class A, B or C features, must **NOT** be captured with RTK GNSS/GPS. This includes sealed road features.

#### 24.1.1 REQUIREMENTS TO DEFINE SHAPE OF SEALED ROAD

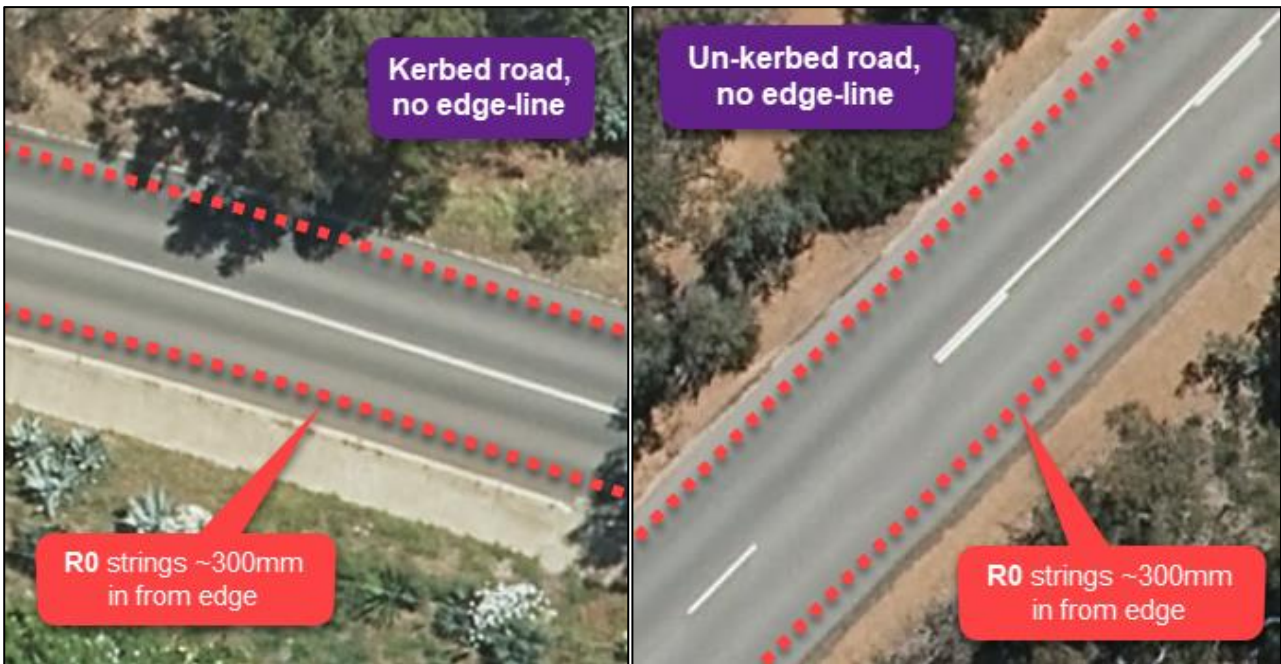
Sufficient strings must be captured/modelled across road surfaces to ensure the shape is accurately defined to specified accuracies and tolerances. At a minimum, any sealed road surface with a 'crown' requires a string to be surveyed approximately 1m either side of the crown and coded 'R0'. All line marking must be captured and coded appropriately according to type.



***Cross Section of Typical Crowned Road***

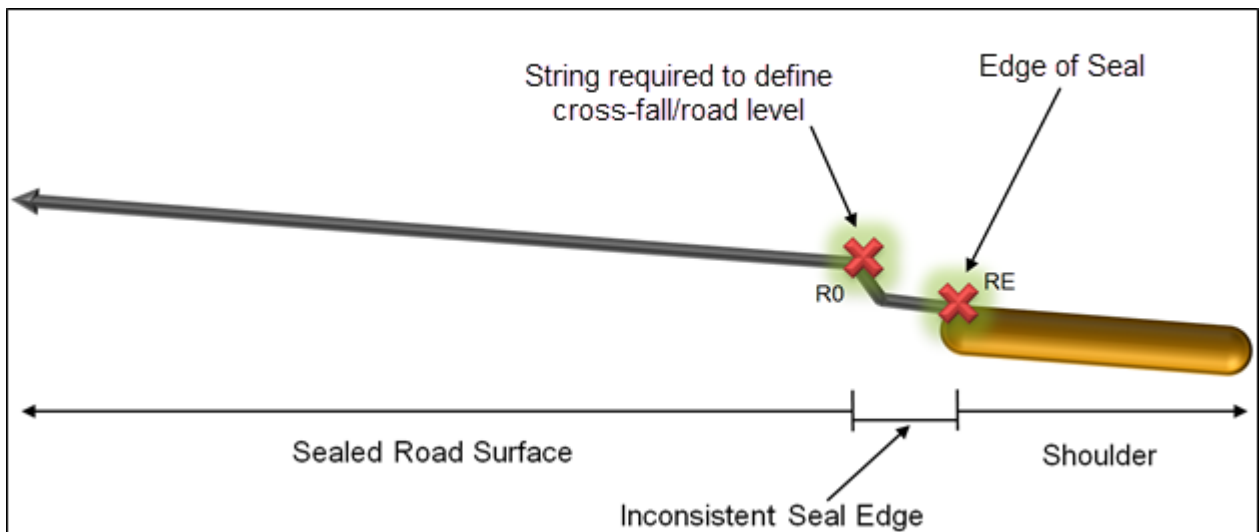
Cross-sectional and longitudinal shape of the seal must be accurately defined within specified accuracy tolerances.

Where the sealed road does not have a painted edge-line, strings on the seal ~300mm *in* from each edge of seal must be captured/modelled (code R0). This includes kerbed roads without painted edge-line.



Captured/modelled points for edges of seal must be positioned carefully to ensure accurate cross-fall representation.

If the seal edge is inconsistent such that the edge of seal string would be misrepresentative of the road’s cross-fall, an additional string is required where the height appropriately defines the road level. This string would be coded “R0”



***Cross Section of Road at Edge of Seal***

Strings defining the road and formation shall be captured such that their respective points align perpendicular to the direction of the road. Refer to example in image below.



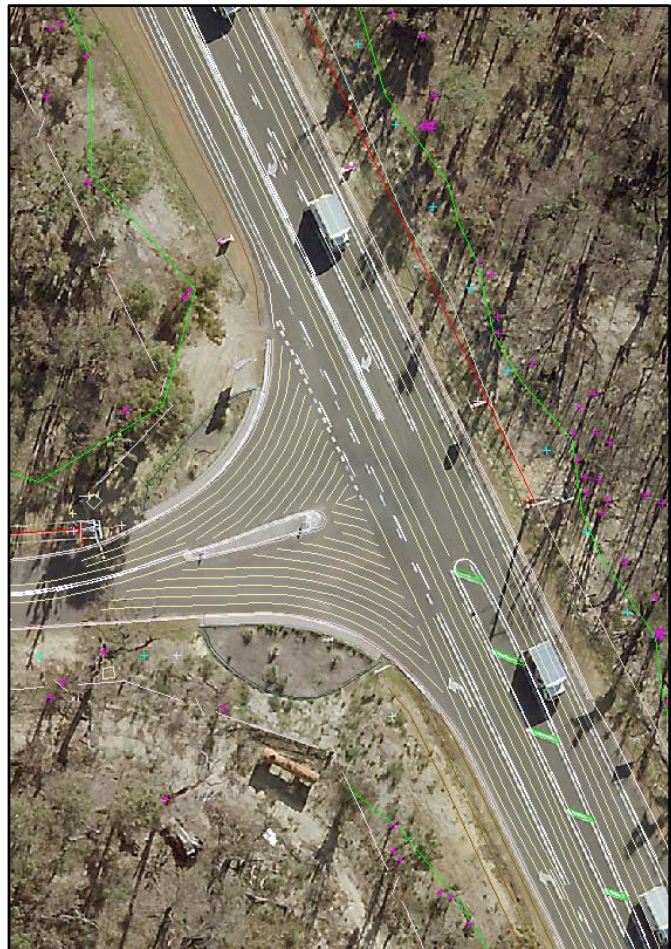
### 24.1.2 INTERSECTIONS / AREAS WITH COMPLEX SURFACE SHAPE

Intersections frequently have a complex surface shape that is not suitably defined and represented by capture of specific detail features alone.

*Sufficient strings are to be captured/modelled such that the shape is accurately defined to achieve surface accuracies and tolerances.*

On-road/seal may not be captured with RTK GNSS.

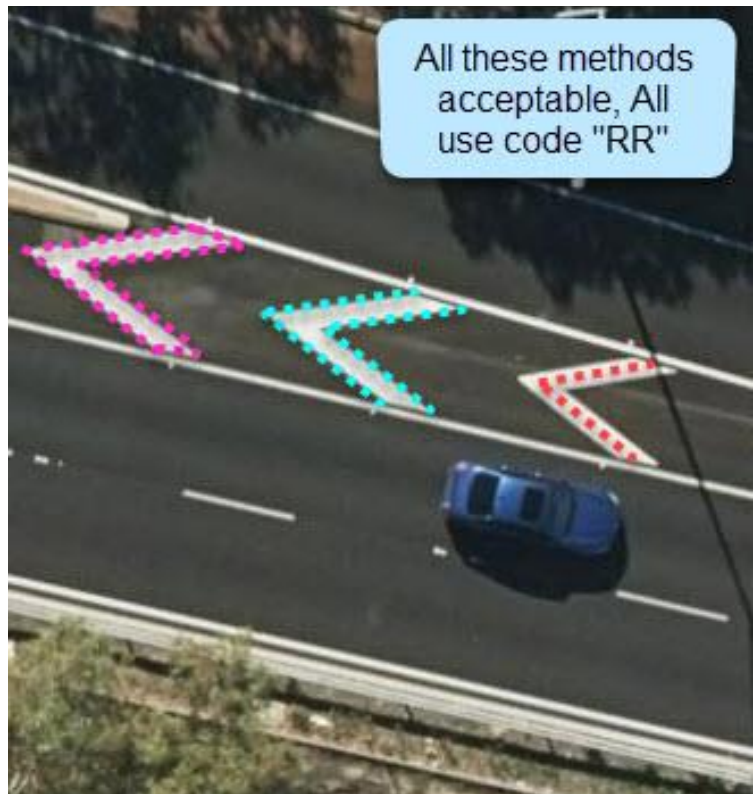
On-road/seal capture/modelling to define shape, but not representing specific features, is to be coded "R0" strings (i.e. minimum 2 connected points)



### 24.1.3 GORE / CHEVRON LINEMARKING

Gore / Chevron Line-marking to be defined using feature code "RR" LANE MARKINGS ( Single Solid Line ).

Feature defined by a line at the centre of the painted feature, or by the outside edges of each painted area (can be a closed polygon).



### 24.1.4 WIDE CENTRE-LINE TREATMENT (“WCLT”)

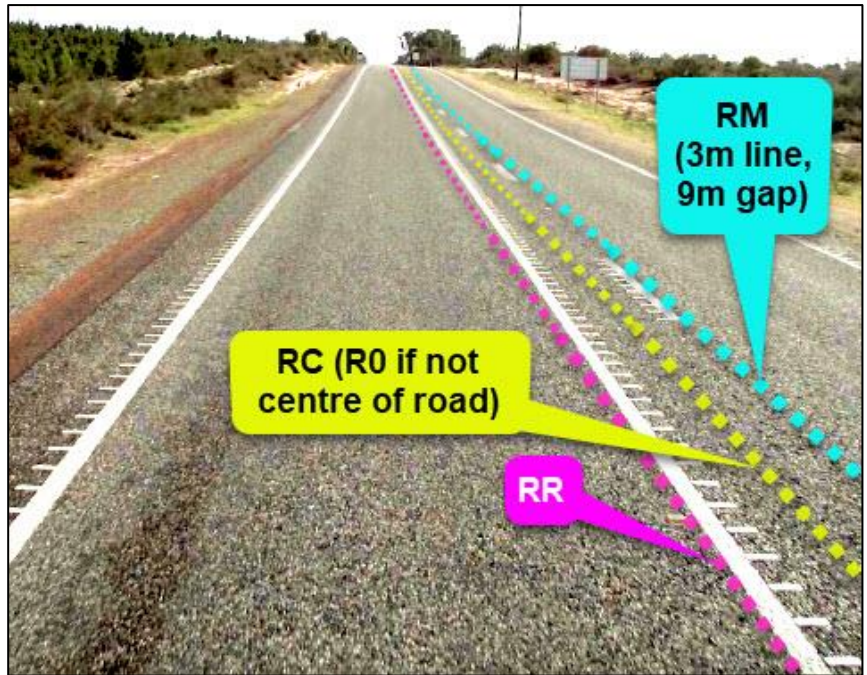
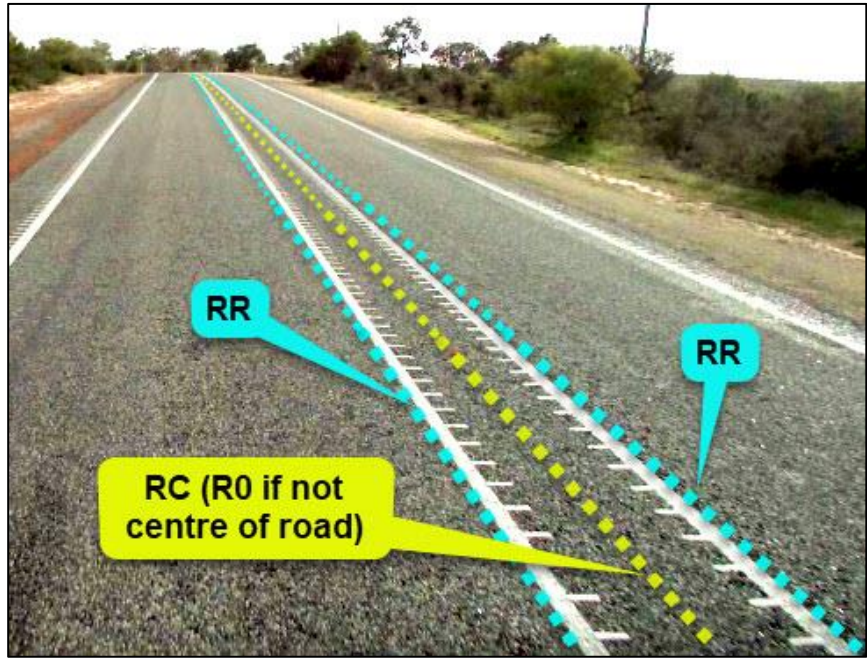
For “Wide centre-line treatment” (WCLT), strings are to be captured/modelled, as per the diagrams.

(Both lines of the WCLT are modelled independently, coded RR)

Where the WCLT contains the road’s crown, a 3<sup>rd</sup> string on the crown/in the middle of the WCLT is required, coded “R0”, or “RC” (road centre) as applicable.

Where the cross-fall is consistent between the edges of the WCLT, 2 RR strings are sufficient.

*Note: In the examples depicted here, the audible lane marking would also need to be represented, coded “LA”*



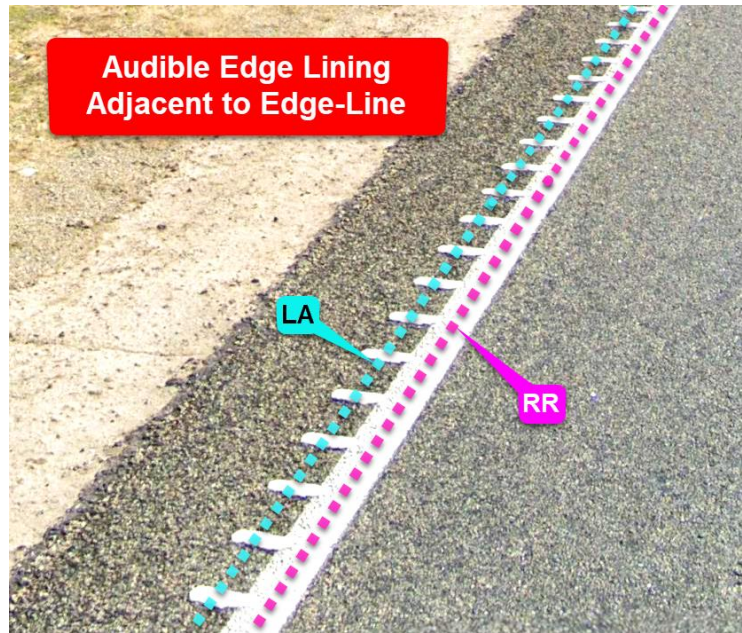
## 24.2 AUDIBLE EDGE LINING / AUDIBLE LANE MARKING

Audible edge lining / audible lane marking must be represented in the survey model, with code “LA”.

Where audible line marking is either on top of a solid white line, or exists in isolation, a single string, coded “LA”, is to be modelled.

Where the audible marking is adjacent to other line-marking, both must be represented in the model.

The audible lane-marking feature may be generated as an 80mm parallel offset copy of the other adjacent feature, with the same Z-values. i.e. The adjacent “LA” does not necessarily need independent field survey capture or point cloud extraction.



## 24.3 UNSEALED ROADS

Unsealed roads exceeding 4m in width must have a string at their approximate centre, coded “N0”.



## 24.4 FOOTPATHS, SHARED PATHS/CYCLE PATHS, WALKING TRACKS/TRAILS



All "hard" paths use code "GF". Acc. Class D = RTK GNSS capture is acceptable

Centre-line marking not required

All types of "hard" surface footpath or shared path can be represented by the code "GF".

Code GF is accuracy class "D", and thus the features may be captured with RTK GNSS equipment.

Line-marking on shared paths/cycle paths is not required.



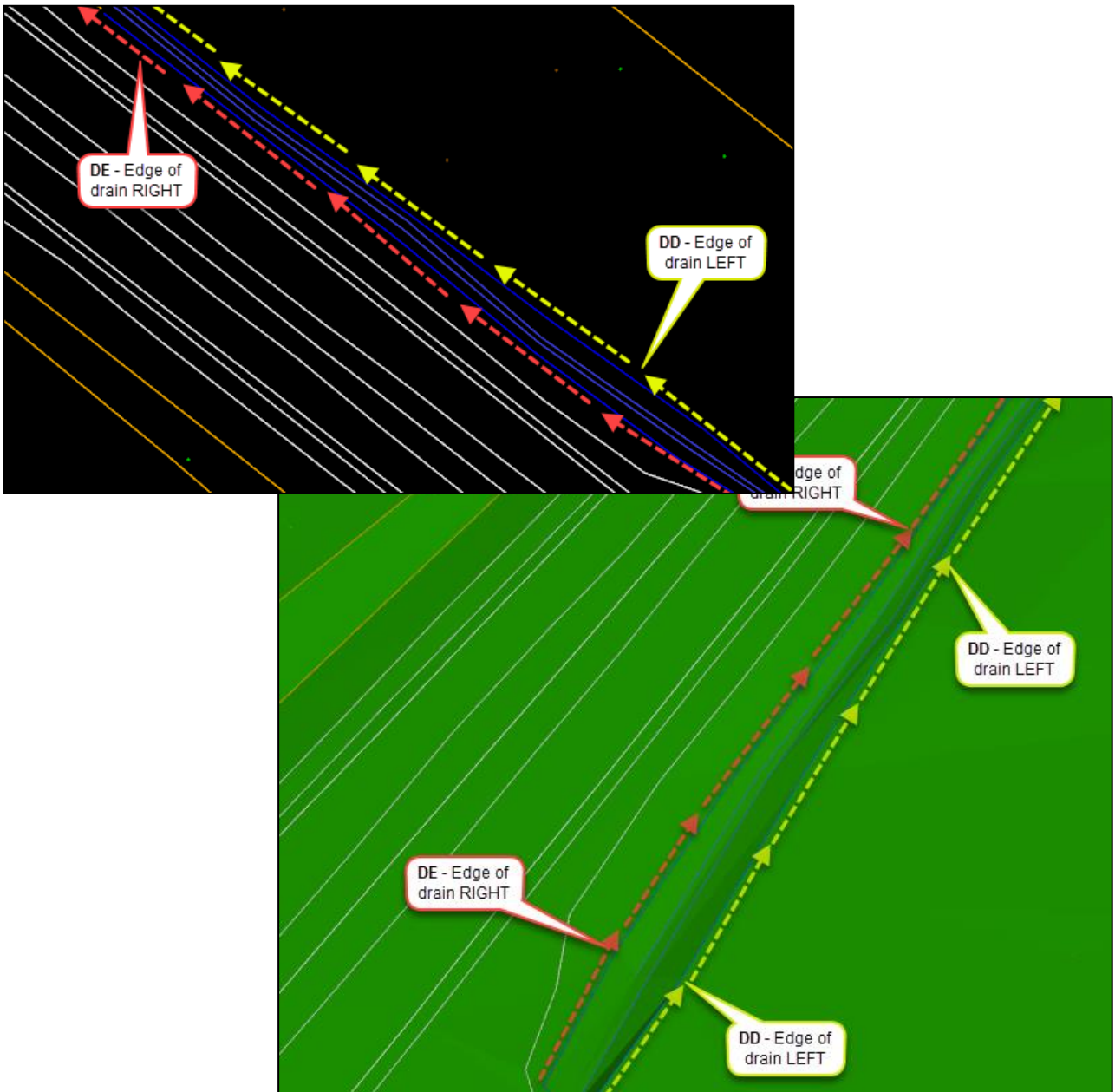
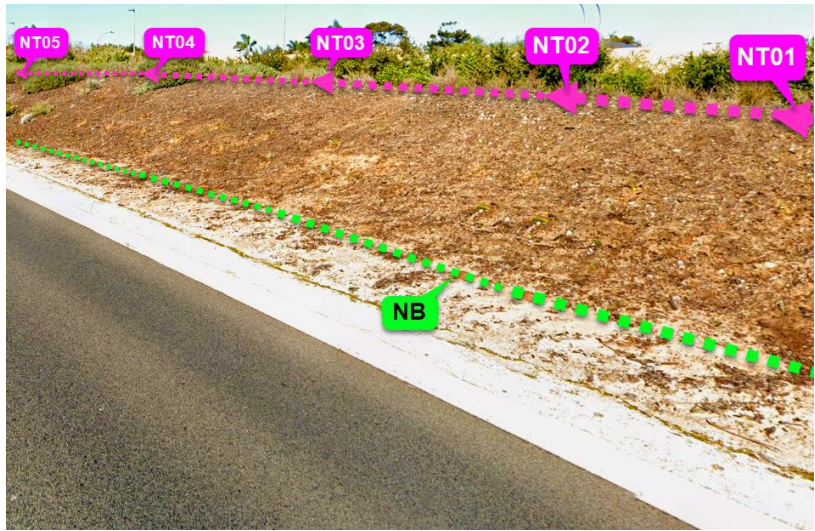
GF

RT

## 24.5 DIRECTIONAL CODE STRING FEATURES

String feature codes with “Left” or “Right” are directional. (eg. Top of bank, edge of drain, edge of concrete, building). The direction of the string and the code used are to be such that the feature is on that side.

In the case of top of banks, the feature is the bank itself, and directional string coding is to suit accordingly. Eg. NT is “BANK TOP – LEFT”.





## 24.6 RAIL BOOM GATES

RAIL BOOM GATE	D	GX
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Boom Gates are defined by a string with the first measurement at boom gate’s support post and the second measurement at the end of the boom at its lowered position. Both point’s height/z-value must be at ground level.

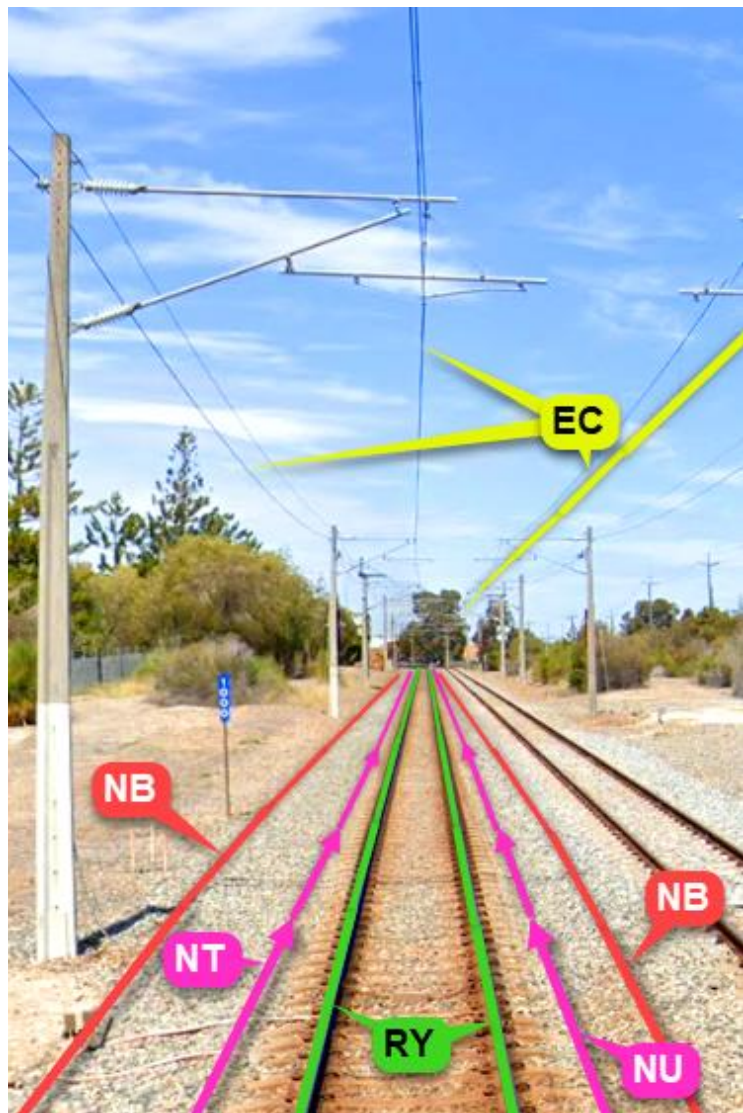


## 24.7 RAIL TRACKS, BALLAST & POWER

The top of the rails and shape of the ballast are to be modelled.

Any overhead wires/power-lines are to be represented with the general power-line codes; “EA” if 2D/null height or “EC” if 3D/at true height (Only the lowest line(s) is/are required.)

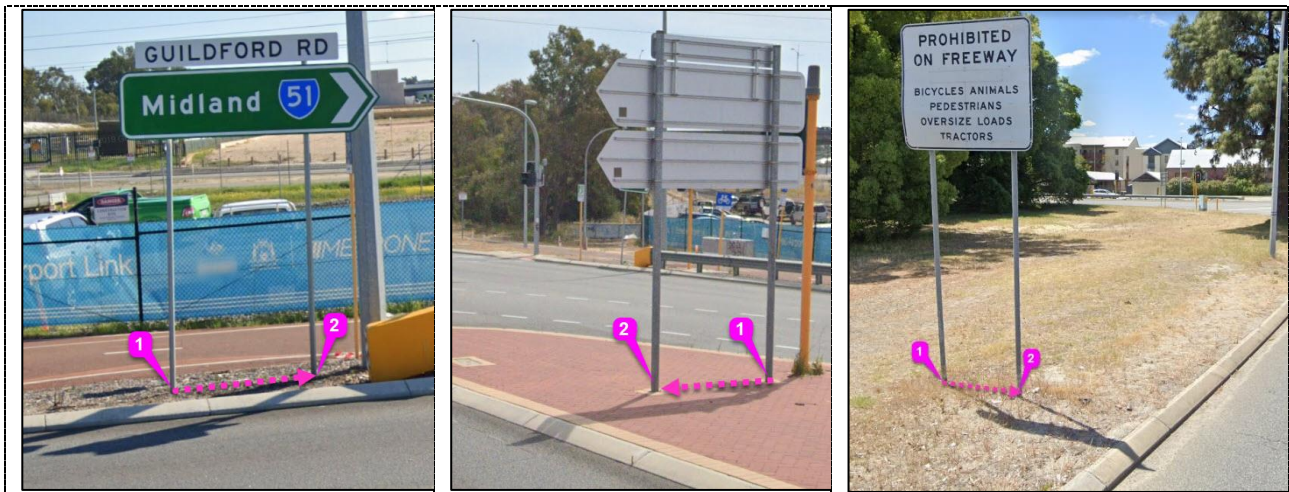
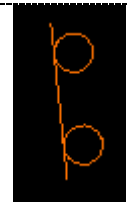
Codes used in example pictured:  
**EC:** O/head power-lines true height  
**NB:** Bottom of bank  
**NT:** Bank top – Left  
**NU:** Bank top – Right  
**RY:** On rail



### 24.7.1 2-POLE SIGN (CODE RN)

2-pole signs features (code “RN”) are directional features – The line-style used to present signs on drawing/in design defines a front and back of sign.

When facing the front of a 2-pole sign, the string is to be captured/modelled from left to right, as per example diagrams below.



### 24.8 TRAFFIC SIGNALS – CODES FOR FACES/DIRECTION

The different codes are used to define how many directions the signals face, mounted on/originating from one pole. Pedestrian signals on traffic signal pole are not to be included/counted for faces/directions.

A pole with only a pedestrian signal has its own separate code.

A traffic signal pole with a pedestrian signal is coded only according to the traffic signal(s) (i.e. The pedestrian signal is ignored.)

Description	Acc. Class	Code
TRAFFIC SIGNALS - 1 Direction/Face	D	PTS
TRAFFIC SIGNALS - 2 Directions/Faces	D	PTT
TRAFFIC SIGNALS - 3 Directions/Faces	D	PTU
TRAFFIC SIGNALS - 4 Directions/Faces	D	PTV
PEDESTRIAN SIGNAL	D	PPS

### 24.9 POLES/POSTS NOT DEFINED BY SPECIFIC FEATURE CODES

Where a pole exists that isn't defined by a specific existing code, use the code “PPO” OTHER POLE/POST, accompanied by text/annotation in the GenIO describing the pole/post as well as possible.

Description	Acc. Class	Code
OTHER POLE/POST	D	PPO



## 24.10 TREES

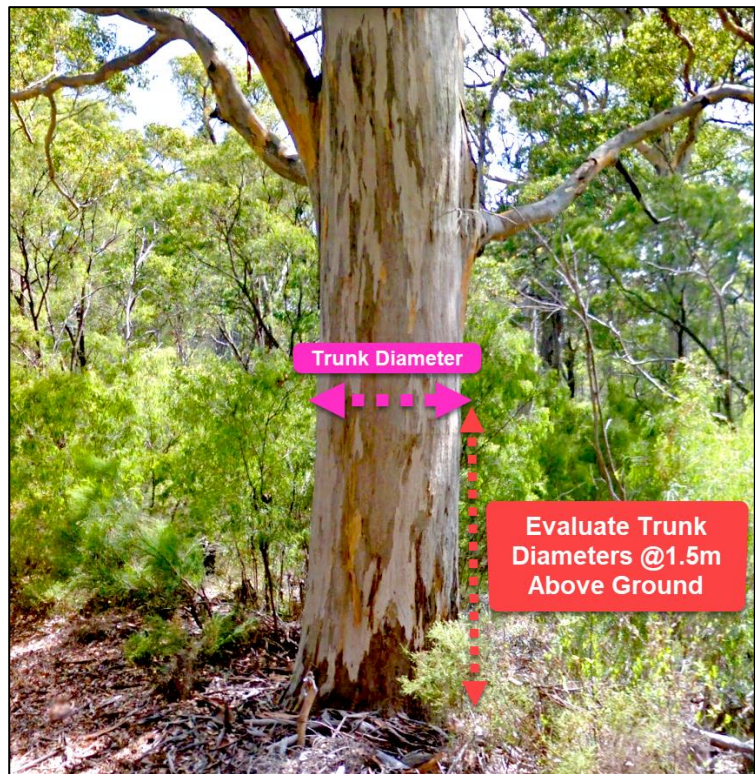
All trees within the survey area with trunk diameter greater than 0.1m are to be captured/modelled and represented in the survey model.

Trunk diameters are to be evaluated at 1.5m above ground, and the appropriate feature code used.

TREE 0.1 - 0.3m PTA  
 TREE 0.3 - 0.5m PTD  
 TREE 0.5 - 1.0m PTF  
 TREE >1.0m PTG

Where a tree has multiple stems/limbs at 1.5m above ground, classify and code according to the largest single stem/limb.

Tree point features are to have ground level height/z-value.



### 24.10.1 TREE-LINE / BUSH-LINE, TREE CANOPIES

Tree-line TL strings are to be captured at the road-side face of tree trunks.

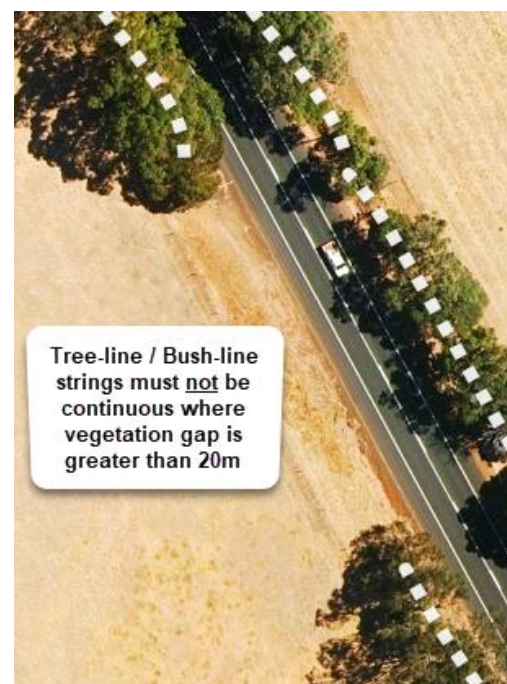
Areas of 0.1m > diameter trees/vegetation are to be delineated with “TL” TREE-LINE – FACE OF TRUNKS or “GS” BUSH-LINE coded line, as appropriate.

Tree-line / Bush-line strings must not be continuous where gap in vegetation is greater than 20m.

Tree-line, Tree Canopy and Bush-line strings TL/GT/GS are to be 2D (*i.e. have null height, -999 in GenIO file*).

Tree Canopies are not required, unless specifically requested (Code GT).

If detailed tree trunk diameters are requested to be provided, these are to be represented as a string with length of the trunk diameter, Coded “TD”. TD features are to be 2D strings (*i.e. have null height, -999 in GenIO file*). A point feature with appropriate trunk diameter tree code is required as well.



## 24.11 PREVIOUSLY DISTURBED MAINTENANCE ZONE (CODE “VD”)

The extents of the previously disturbed maintenance/construction zone within road corridor is to be delineated as strings, using feature code “VD”.

Original construction earthworks should be considered, not only where the current vegetation appears cleared.

In some places/situations, this may result in effectively the same line/string as the tree-line/bush-line. In this case, the previously disturbed maintenance zone “VD” string is to remain continuous, replicating/duplicating any tree-line or bush-line string which it may coincide with.

Code “VD” - PREVIOUSLY DISTURBED MAINTENANCE ZONE.



## 24.12 SPECIAL ENVIRONMENT MARKERS (“YELLOW HOCKEY STICKS”)

Special Environment Markers are to be captured, and coded “PEE”.



## 24.13 DRAINAGE STRUCTURES

Invert and obvert of pipe/structure must be captured for open/accessible drainage structures. (“Obvert” level is top *inside* edge of pipe/box)

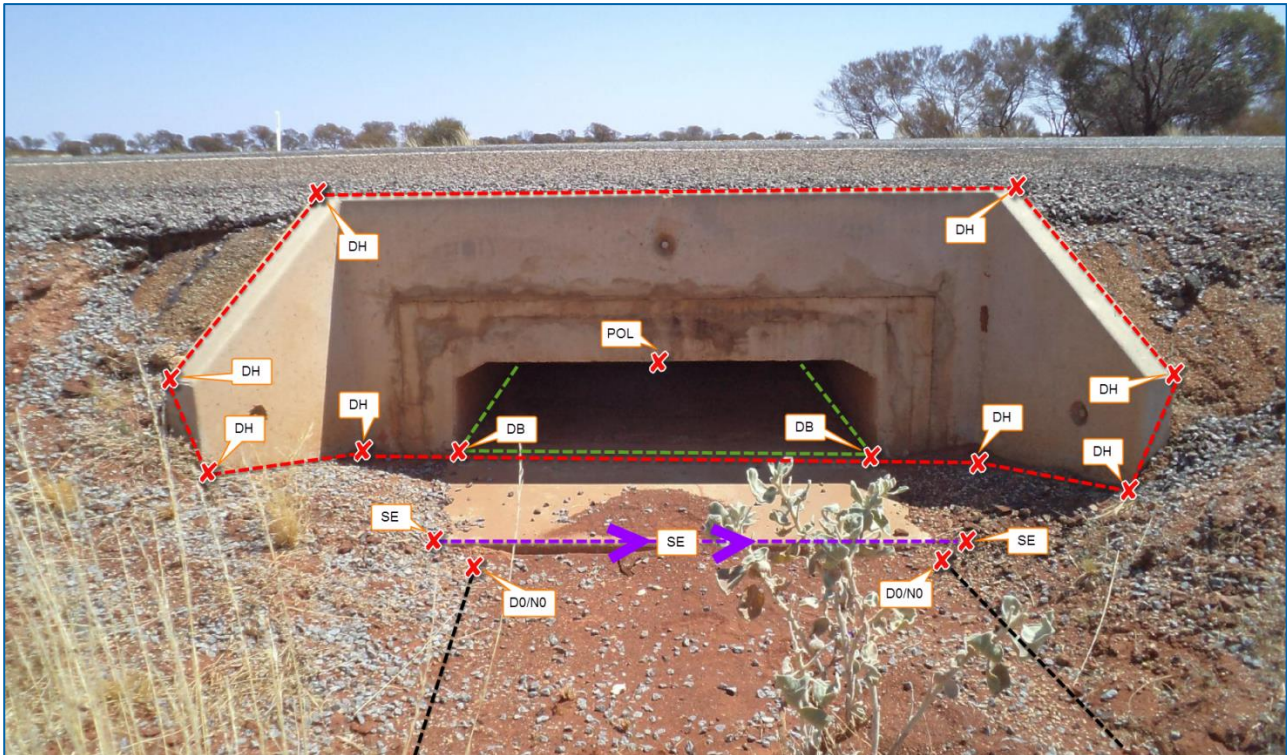
Where possible/known, the connection of pipes/boxes is to be depicted by appropriately coded string(s) (e.g. “DC” – Culvert, “DB” – Box Culvert (Both Internal Edges)). Ends of these strings are to be at invert level.

Obvert points must also be connected and represented as a string, using the code “DO”.

When these strings are modelled, separate invert “PIL” and “POL” points are not required.

Box culverts must be captured with a “DB” coded string at inside edge of box structure.

Where a concrete apron exists, only the reasonably accessible/exposed section need be captured (Edge of concrete, directional code; SE/SF).



Internal dimension and description of pipes / boxes are to be recorded and displayed as text/annotation in the model. (e.g. 2xRCP 450MM)

Text/Annotation for the condition of the drainage site/structure is also to be included where relevant.

Enclosed drainage structures are **not** to be accessed and captured unless specifically requested. The ground surface feature must still be represented (i.e. lid/manhole cover, metal grate, side entry pit...)

Where enclosed drainage structures are required, pipe inverts are to be coded “DC” and obvert “DO” where their connection/direction is known, otherwise inverts coded “PIL” and obverts “POL”.

Where an invert cannot reasonably be accessed due to site conditions (e.g. significant silting), text/annotation is to be included in the survey model/GenIO to describe the issue.

In the case of a round pipe’s invert obscured by significant silting, obtaining an internal diameter measurement from an accessible cross section of the pipe, and applying that dimension to create an invert as offset from the obvert should be considered.

## 24.14 ABOVE GROUND WATER PIPE / EXPOSED UTILITIES

**WATER PIPE:** Top outside of pipe to be captured/modelled, and coded “WP”. A string at ground level next to the pipe also required, coded “NO”, line of levels.

Text/annotation of pipe’s external diameter to be included in the GenIO model.

**OTHER UTILITIES** are to be captured/modelled at outside top-centre of the feature and coded according to type.

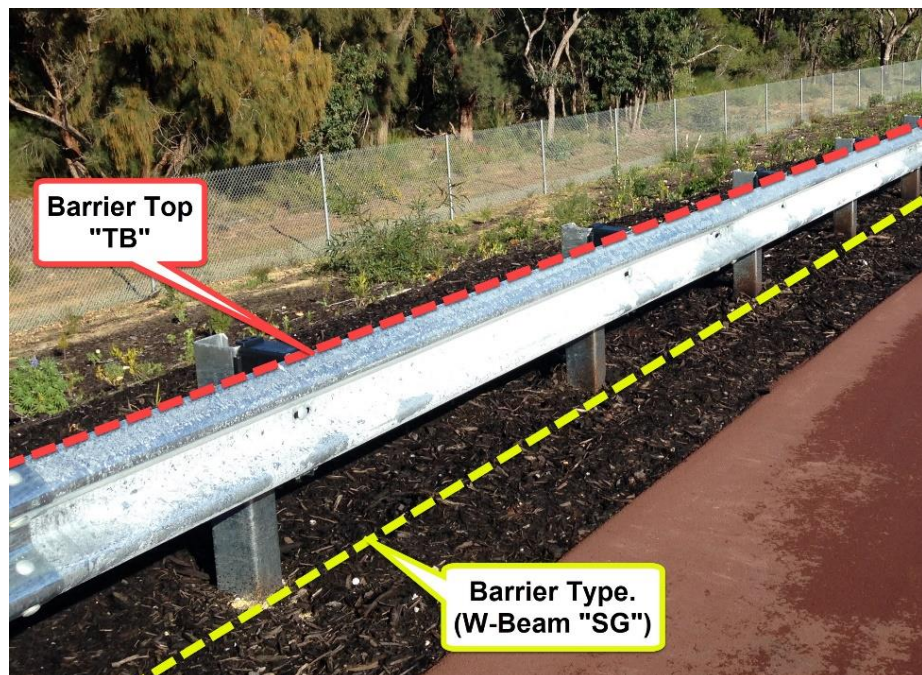
**NOTE:** Code Culvert “DC” must only be used when modelling the invert level of a pipe.



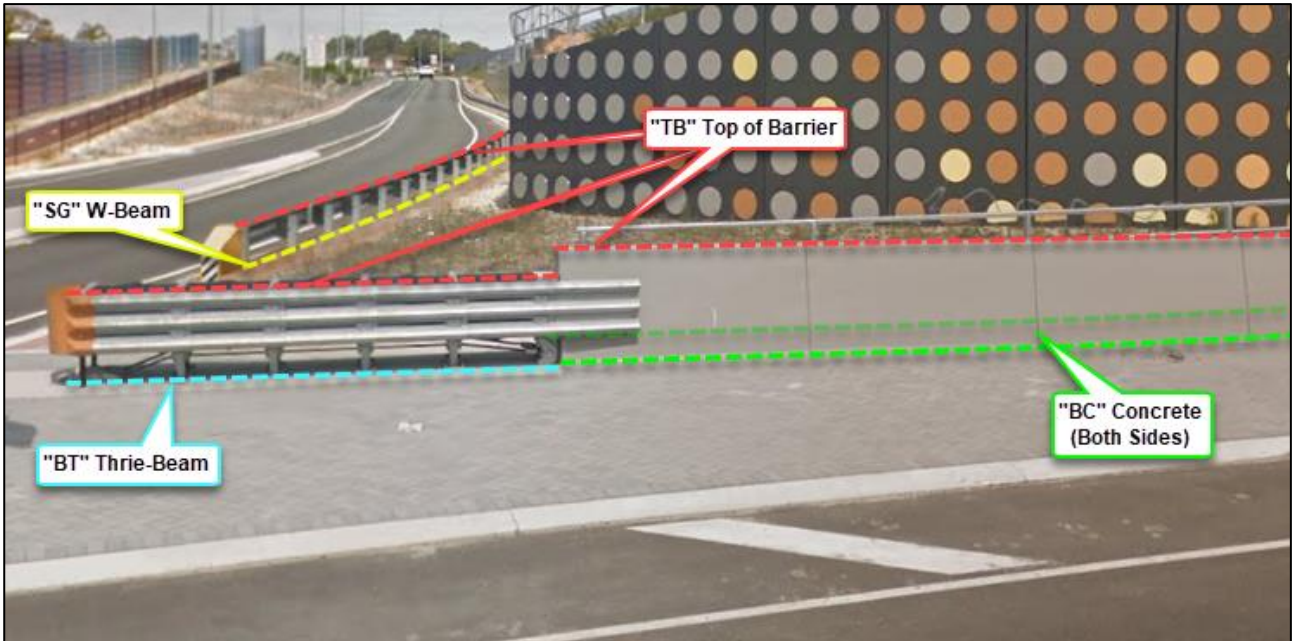
## 24.15 GUARDRAILS / BARRIERS

The road-side face of guardrails and barriers must be captured at ground level and appropriately coded according to type. An additional string must be captured at the top of the structure (Barrier Top - Code TB). This defines the height of the barrier / guardrail.

Concrete barriers are to have both faces captured at the base, plus a single “TB” string along the top.





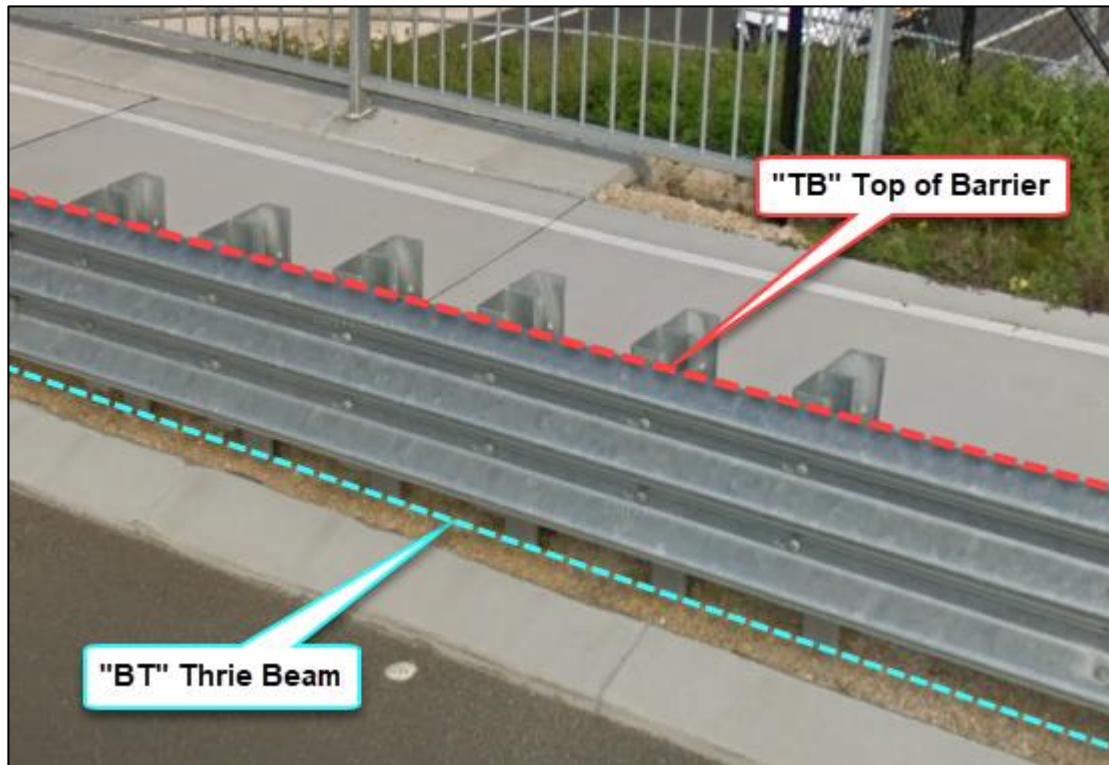


### 24.15.1 BARRIER – GUARD RAIL W-BEAM, CODE SG

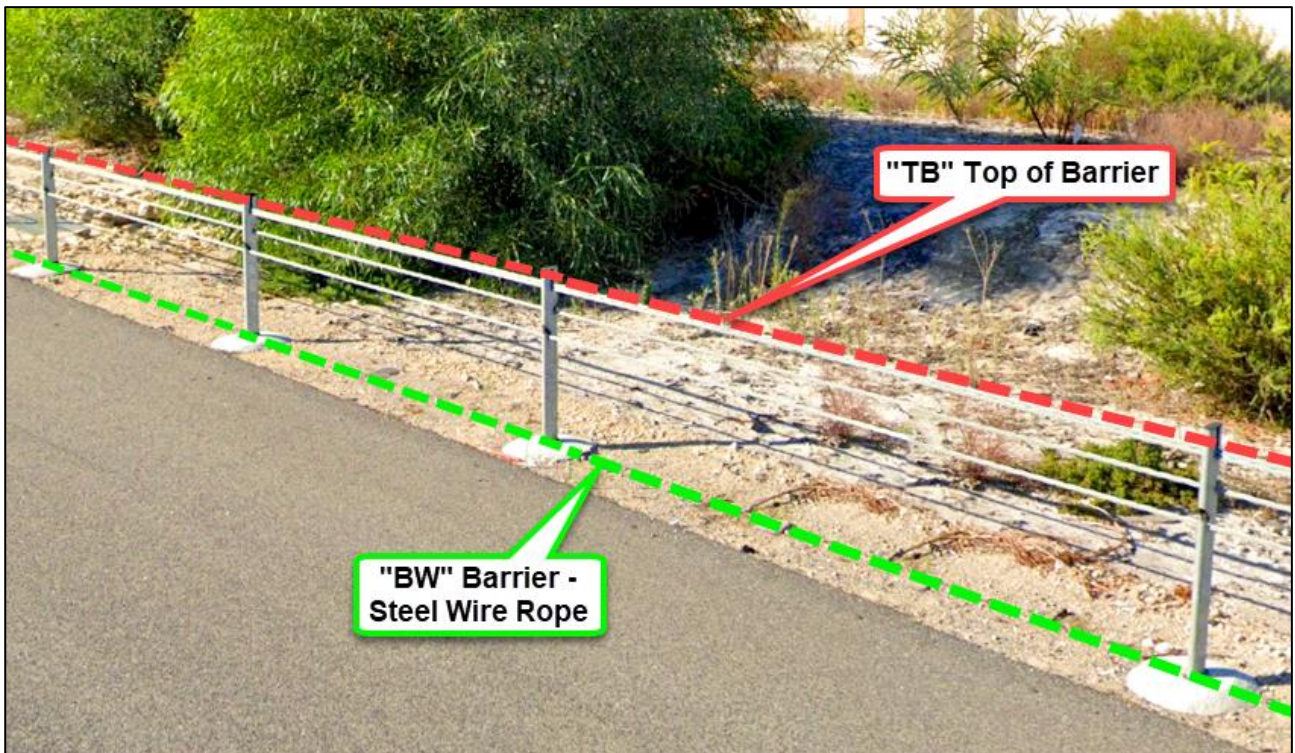


### 24.15.2 BARRIER / GUARDRAIL – THRIE BEAM, CODE BT

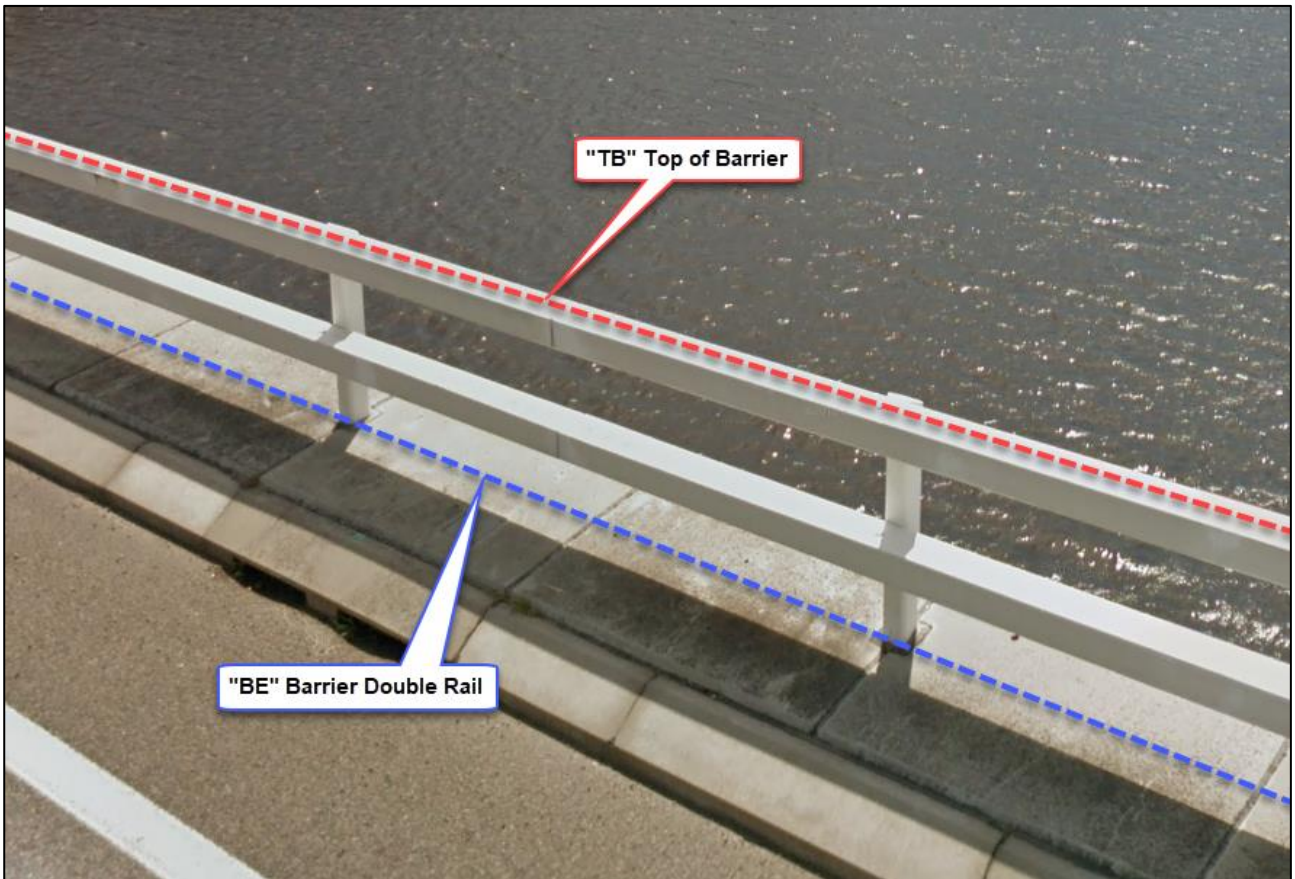
Similar to W-Beam, but with an additional corrugation.



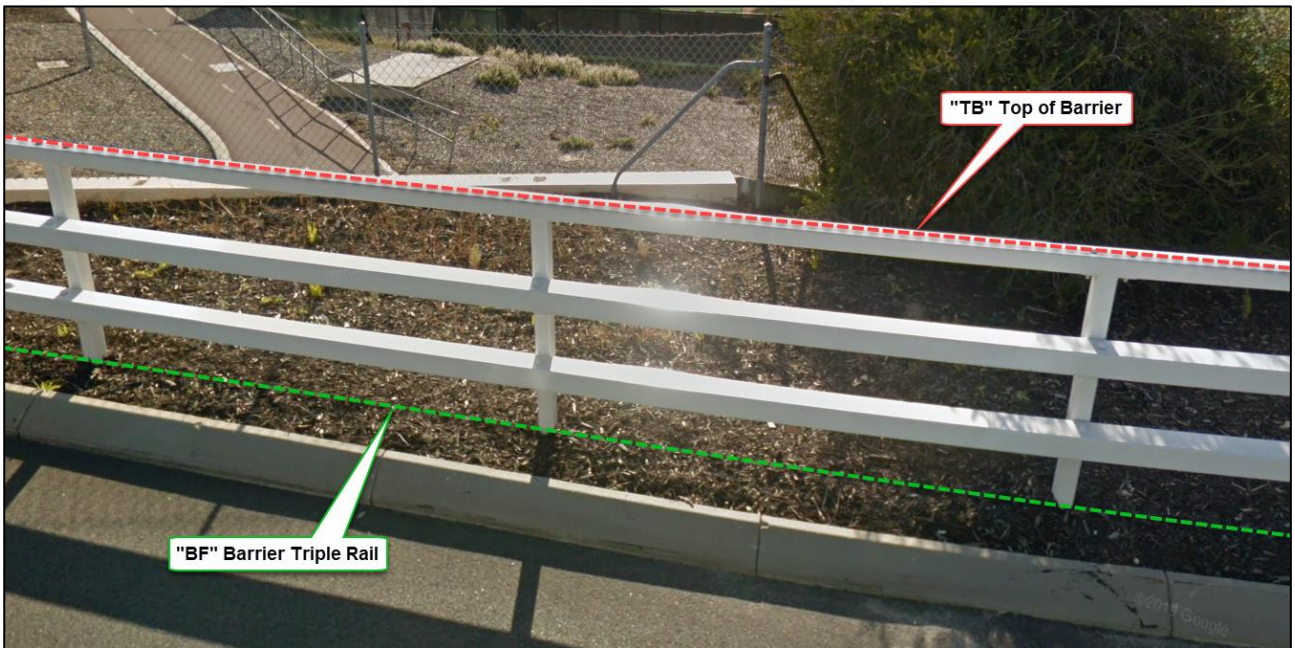
### 24.15.3 BARRIER – STEEL WIRE ROPE, CODE BW



### 24.15.4 BARRIER – DOUBLE RAIL, CODE BE



### 24.15.5 BARRIER – TRIPLE RAIL, CODE BF



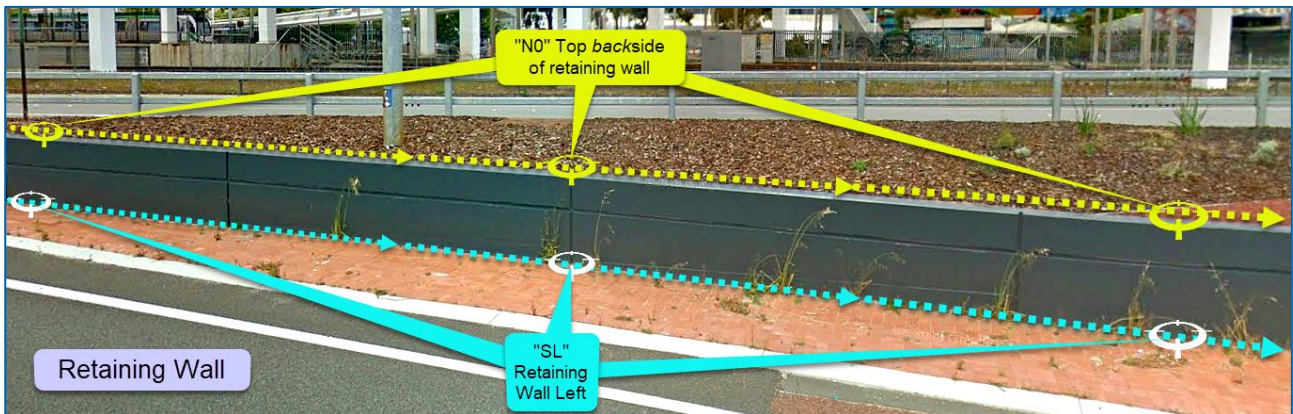
## 24.15.6 OTHER BARRIER TYPES ON BRIDGES

Where a barrier type on a bridge does not fit existing code categorisation, use Code “BB” - Bridge Barrier (all other types), and include a “Top of barrier” “TB” string.

## 24.16 RETAINING WALLS / NOISE-WALLS

### 24.16.1 RETAINING WALLS

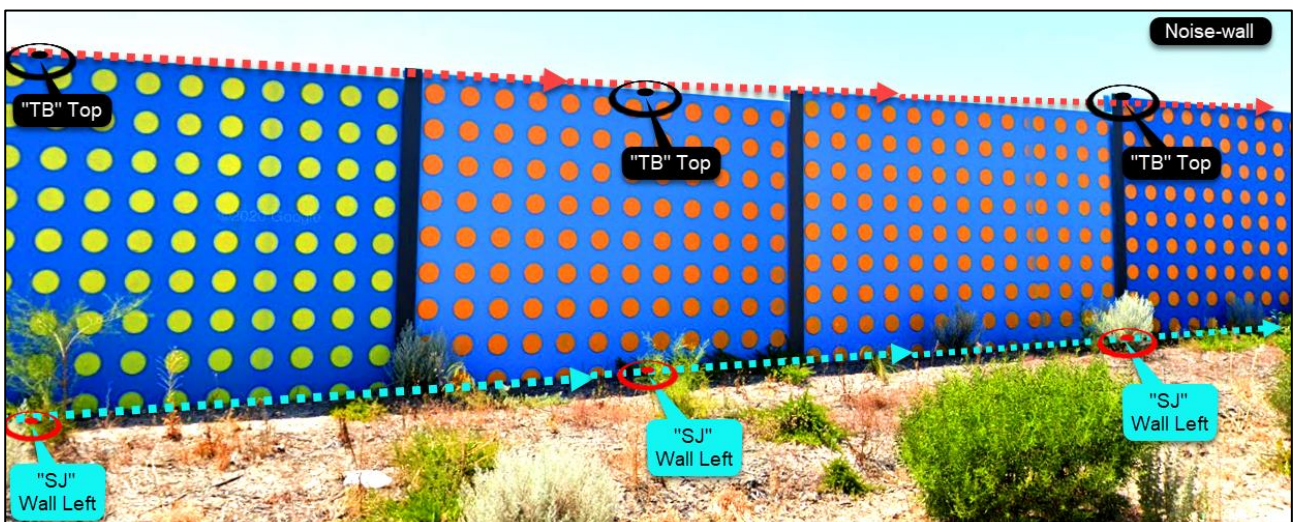
The directional retaining wall line/string (“SL” or “SM”) is to be modelled at the bottom face of the wall, with “N0” coded line/string along the top back-side of the wall.

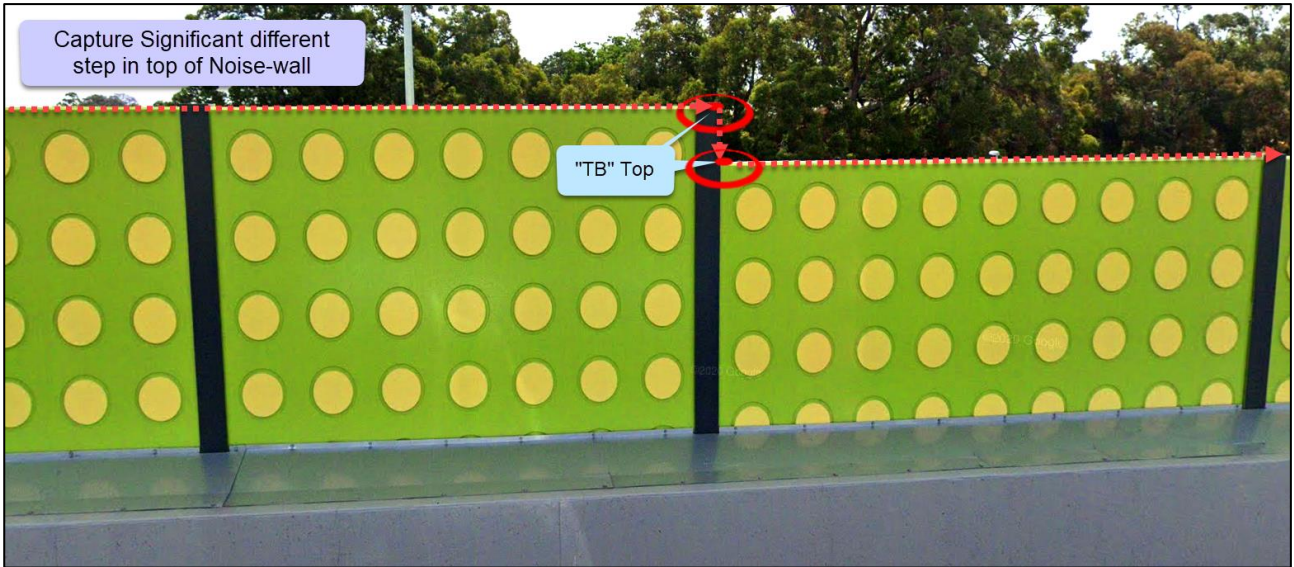


### 24.16.2 NOISE-WALLS

All noise-walls within or at the boundary of required survey extents are to be represented in the survey model. The top of all noise-walls must also be modelled at true height, with a line/string coded “TB”. Where the gradient of the top of the wall string is fairly consistent, capture points can be regularly spaced regardless of individual wall panels (as pictured).

Where a significant step/difference in height occurs between wall panels, the step must be represented with a pair of capture points.





*Capture for significant step between noise-wall panels*

## 24.17 FENCES

All fences, regardless of type are to be coded as “F0”, unless otherwise requested. The F0 feature is to have height/z-value at ground level. The height of fences is not required unless specifically requested.

## 24.18 BRIDGES

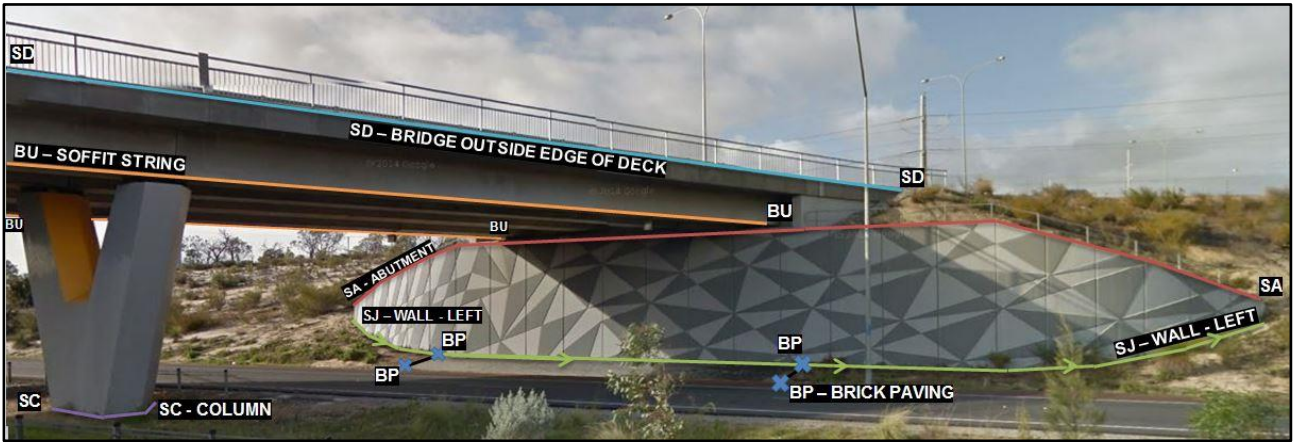
Bridges are to be represented using available codes.

All features pertaining to bridges must be separate strings for the area of the bridge between abutments. i.e. Continuing longitudinal feature strings must be split/broken between the bridge abutments. This may require duplicate points at start/ends of strings such that the features still appear connected as appropriate.

Bridge expansion joints are to be captured as a string, Coded “BJ”, with sufficient points to follow the shape of the road and other strings/break-lines. The “BJ” string is to extend to the outside edge of bridge deck (i.e. out to the “SD” string, as defined in other diagrams below)

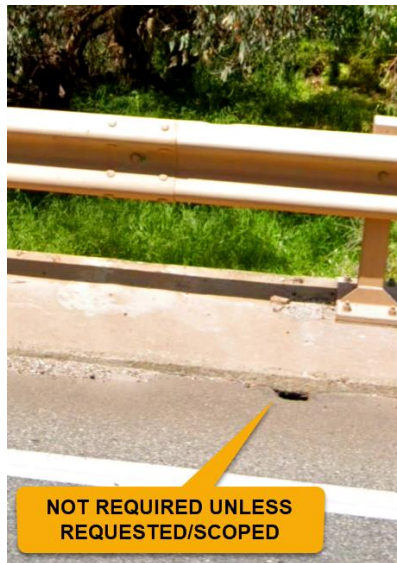


A guide to expectations and use of coding follows in the images below.



### 24.18.1 BRIDGE DRAINAGE FEATURES / SCUPPERS

Drainage features (e.g. scuppers) on bridge decks do not need to be captured unless specifically requested/scoped.



### 24.19 GUIDEPOSTS (PGP)

Guideposts must be captured/modelled and included in GenIO model, as per code “PGP”.

### 24.20 ROADSIDE MEMORIALS / WHITE CROSSES

Roadside memorial crosses are to be captured as a point feature using code “PMC”



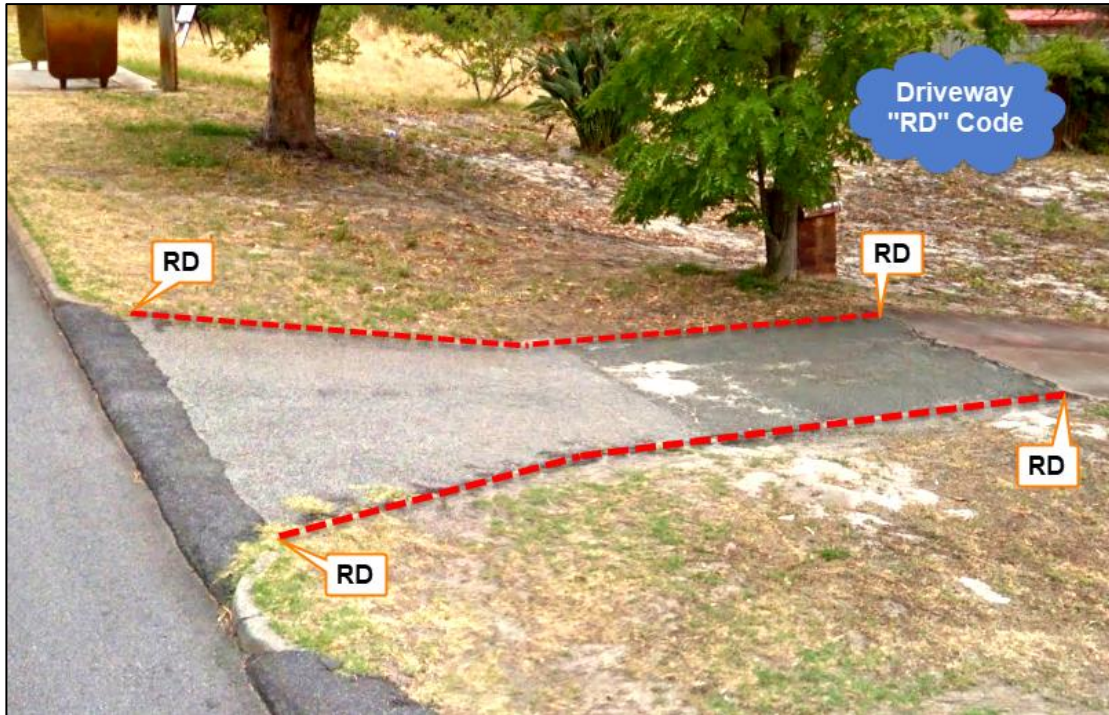
## 24.21 DRIVEWAYS

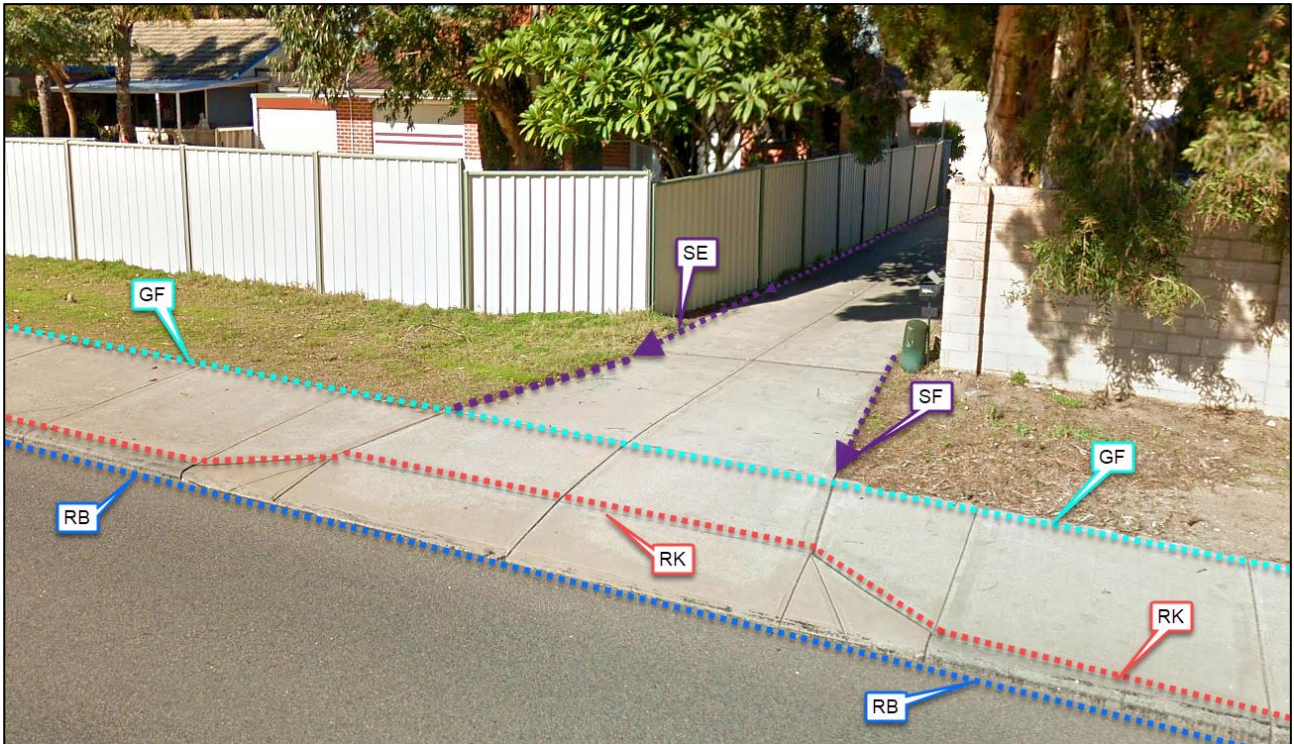
Driveway material types are to be represented using available codes.

Unsealed driveways/access tracks etc are to be coded with "RU".









## 24.22 POWER-LINES (2D & TRUE HEIGHT) & GUY/STAY/ANCHOR WIRES

A line/string must denote the location of lines between poles and/or structures (such as buildings). Lines must be captured to at least the edge of the requested survey extent.

Where the true height of power-lines and guy/stay/anchor wires can be obtained/extracted readily, the power-line feature is to be modelled with true height/3D. (e.g. if survey is captured by LiDAR scan/point cloud data) A minimum of 3 points are required for each span – a point at either end/pole and one point at the lowest point. Code “EC” is to be used for “True height” power-lines and “EQ for high-tension lines.

Where multiple wires exist on the same alignment/poles, only one line need be represented in the GenIO. Where the line is modelled at true height/3D, only the lowest line is to be defined.

Otherwise, overhead power-lines are to be modelled as 2D strings (*i.e. null height, -999 in GenIO file*), coded “EA” for overhead power-lines, and “EP” for high-tension lines.

Wires which are not likely to be transmitting electricity, such as guy/stay/anchor wires, are to be coded “EY” for null height (2D), and “EW” when at true height (3D).

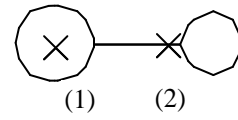
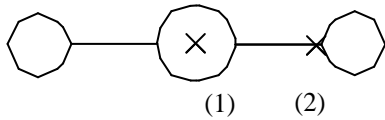
**24.23 ELECTRIC LIGHT POLES, POWER POLES & ELECTRIC SUPPLY POLES**

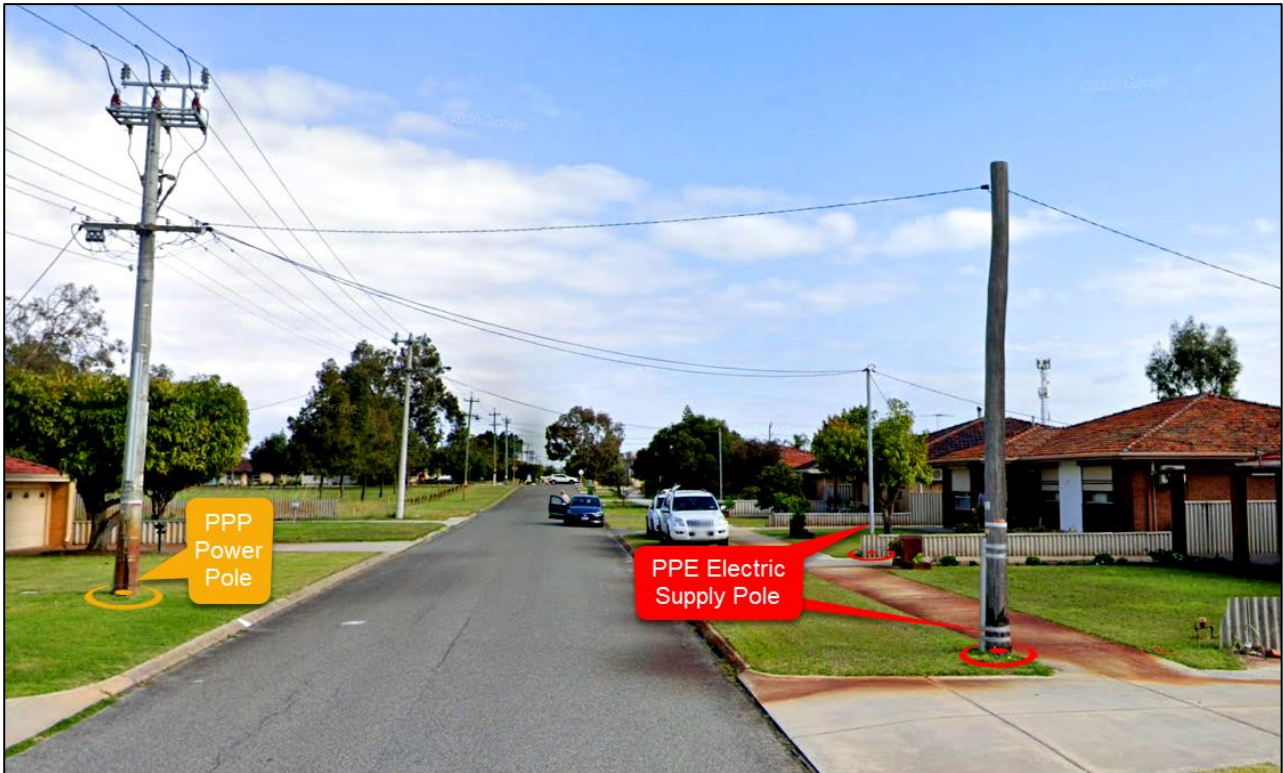
MULTIPLE LIGHT POLE	D	LM
ELECTRIC LIGHT POLE	D	EL
POWER POLE	D	PPP
ELECTRIC SUPPLY POLE	D	PPE

These codes represent multiple and single electric light poles. These are defined by a first measurement (1) at the centre of the pole with a second measurement (2) in the direction of the light/luminaire. The second point must be no farther than the next linear feature/breakline in the survey model. In the case of a multiple light, the second measurement is taken towards one light/luminaire only.

Both points are to have ground level height/z-value.

Where a power-line also connects to a pole with a light, the pole feature is to be captured and coded as EL (electric light pole). The power-line is also to be represented.





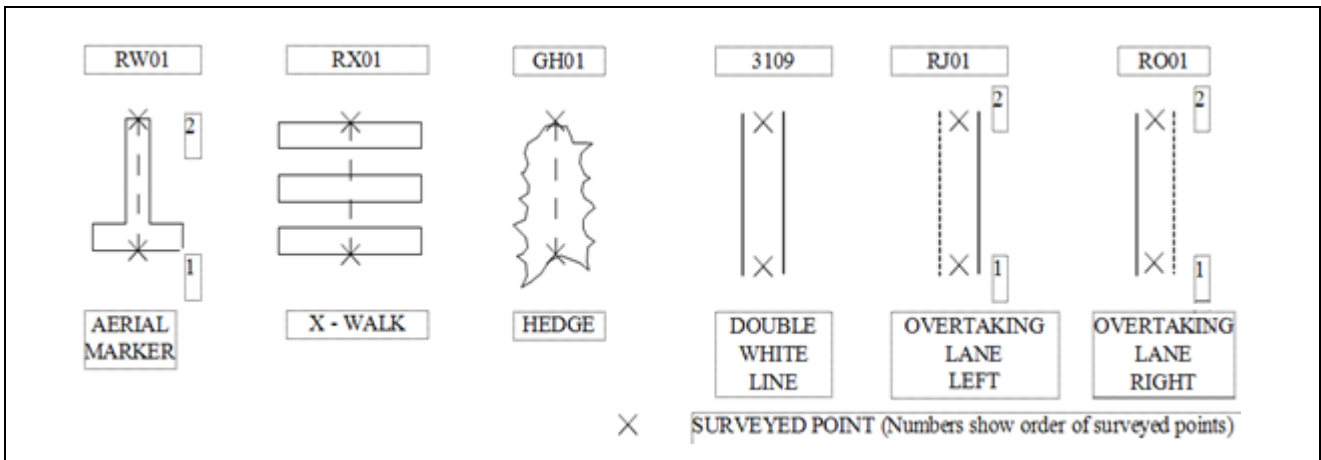
Power-poles are to be represented. If a power pole also has street lighting attached, the pole should be represented with electric light pole code ("EL" or "LM").

Power-poles without street-lights coded "PPP", and "PHT" for poles supporting high-tension power-lines.



## 24.24 CENTRALLY LOCATED STRING FEATURES

Some features are defined by a string running through the centre of the feature.



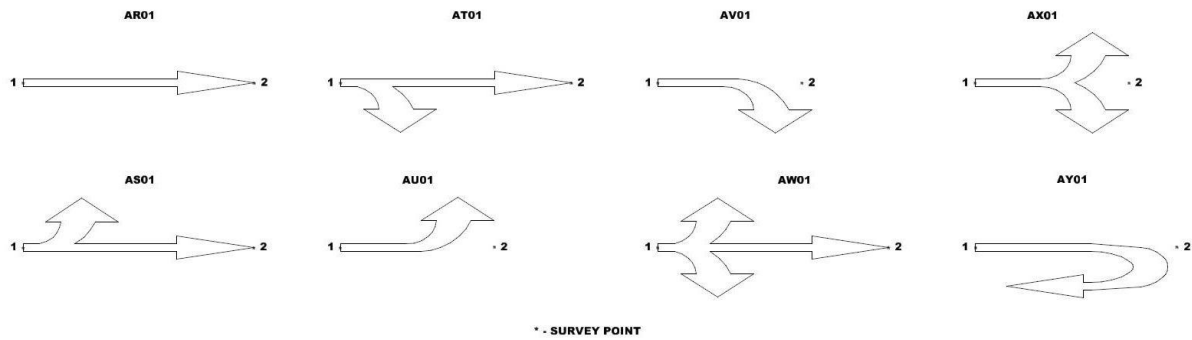
## 24.25 STEPS / STAIRS

Steps / Stairs are to have their extremities captured resulting in a closed polygon (Code SS)



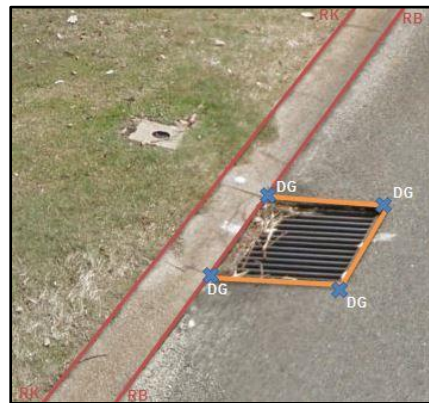
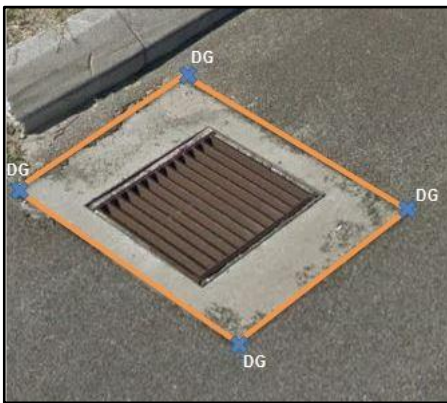
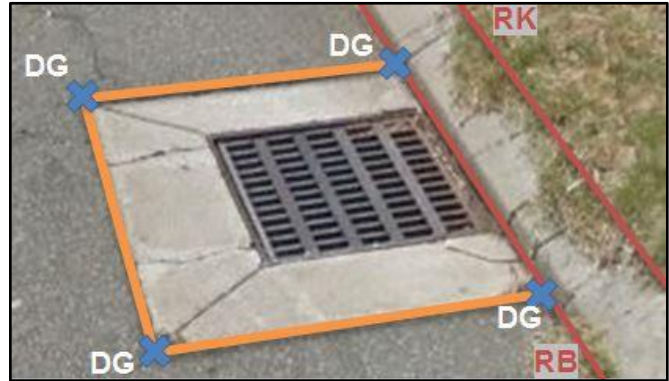
## 24.26 PAVEMENT ARROWS

These codes represent various pavement turning arrows. These are defined by a first measurement (1) at the start or base of the arrow with a second measurement (2) taken along the axis of the arrow at its point of extremity.



### 24.27 MANHOLES - CIRCULAR AND SQUARE (INCLUDING GULLIES)

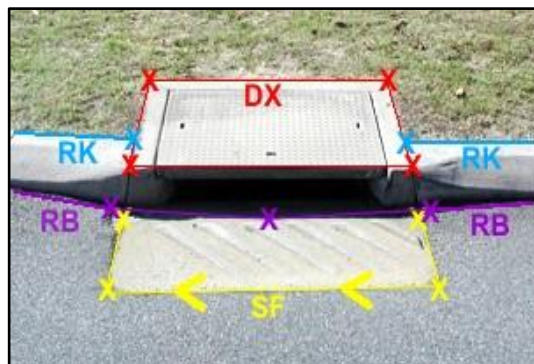
These structures are to be closed polygon string features (i.e. the first and last point of the string is to be the same point, except where the feature abuts another coded feature (eg. kerb). The feature is to be defined by its outer extremity (not the lid/cover). Circular manholes are to be represented with sufficient points in the GenIO to ensure a smooth circle is plotted.



### 24.28 SIDE ENTRY PITS

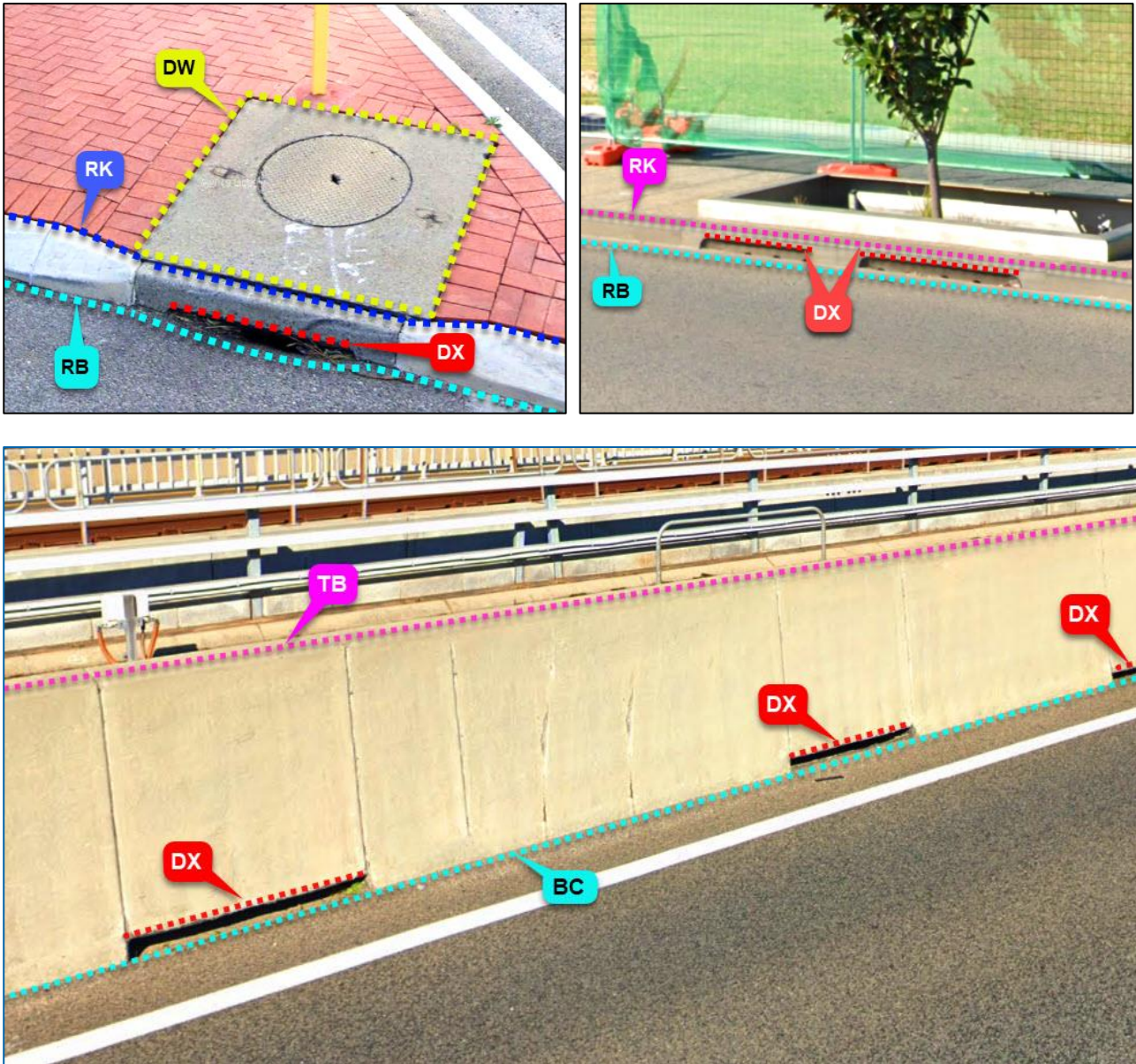
SIDE ENTRY PIT	B	DX
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Side entry pits have a manhole access lid behind the kerb. The pit opening and the manhole must be surveyed. The concrete apron deflector slab at the entry of the pit must be captured with an appropriate directional 'edge of concrete' code (SE / SF). The 'KERB, BOTTOM / GULLY' (RB) string runs across the opening of the side entry pit with a point captured at the centre of the throat on the concrete apron.



## 24.29 DRAINAGE FEATURES IN BARRIERS / KERBS

Drains in barriers or kerbs are to be represented in the model with reference to the following diagrams as examples:

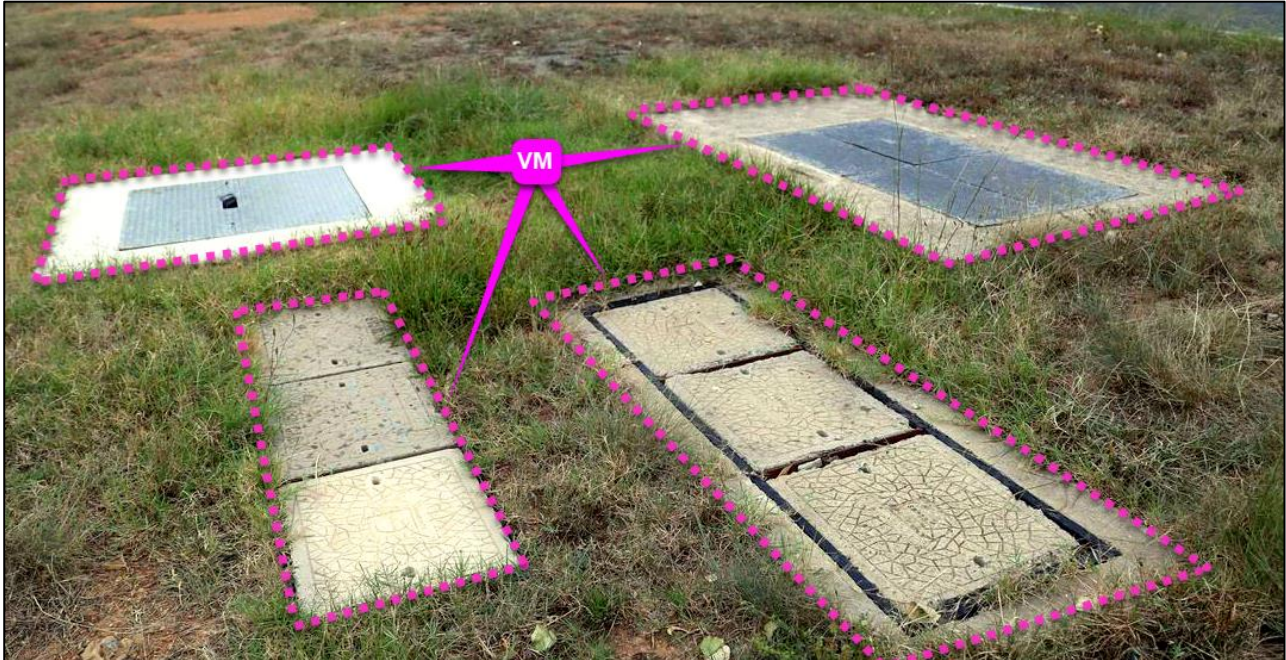




### 24.30 LARGER PITS / GROUPS OF PITS TO BE DEFINED BY PERIMETER EXTENTS

Pits or groups of pits larger than 700mm in any dimension are to be defined by outer extremity (not the lid/cover), with closed polygon string features

eg



### 24.31 BUS SHELTER

BUS SHELTER	D	SB
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Bus Shelters are to have their extremity defined as a closed polygon (Code SB). Levels of points are to be at ground level. Any associated concrete slab or paving / path etc must be captured and coded accordingly.